



Development Services Department
Environmental Coordinator
450 110th Avenue NE
Bellevue, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Washington Square Extended Stay Hotel
LOCATION:	10605 NE 9 th Place
FILE NUMBER:	20-104855-LD
PROPONENT:	Aaron Converse, West 77 th Partners
DESCRIPTION OF PROPOSAL: Design Review application for an 8-story extended stay hotel with 219 guest rooms and 2 levels of below-grade parking for 104 vehicles. The project lies within the DT-O-2-N land use district.	

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision.

DATE ISSUED: 12/9/2021

APPEAL DATE: 12/23/2021

A written appeal must be filed in the City Clerk's Office by 5 p.m. on the appeal date noted above.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project) or if the DNS was procured by misrepresentation or lack of material disclosure.

Issued By: Elizabeth Stead **for** **Date:** December 9, 2021
Elizabeth Stead, Environmental Coordinator
Development Services Department



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: Washington Square Extended Stay Hotel

Proposal Address: 10605 NE 9th Place

Proposal Description: Design Review approval and SEPA Threshold Determination of Nonsignificance for an 8-story extended stay hotel with 219 guest rooms and 2 levels of below-grade parking for 104 vehicles. The project lies within the DT-O-2-N land use district.

File Number: 20-104855-LD

Applicant: Aaron Converse, West 77 Partners

Decisions Included: Process II, Administrative Design Review Decision and SEPA Determination

Planner: Mark Brennan, Associate Planner

State Environmental Policy Act Threshold Determination: Determination of Non-significance (DNS)

Director's Decision: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department

By: Elizabeth Stead
Elizabeth Stead, Environmental Coordinator
Development Services Department

By: Elizabeth Stead
Elizabeth Stead, Land Use Director

Date of Application: March 16, 2020
Notice of Application: May 7, 2020
Public Meeting: May 5, 2021
Notice of Decision: December 9, 2021
Appeal Deadline: December 23, 2021

Information on how to appeal a proposal can be found by calling (425) 452-6864 or by visiting (<https://bellevuewa.gov/city-government/departments/development/zoning-and-land-use/public-notices-and-participation/participating-in-a-land-use-decision>). Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. *To file an appeal, please e-mail to: cityclerk@bellevuewa.gov and cc hearingexaminer@bellevuewa.gov, or mail to Bellevue City Hall, Attn: City Clerk, P.O. Box 90012, Bellevue, WA. 98009-9012. Any appeal of the Decision must be received by the City Clerk's Office no later than 5 PM on the date of the appeal deadline noted in the decision.*

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ATTACHMENTS:

- A. SEPA Checklist
- B. 2020 Comprehensive Plan Matrix and 2020 Downtown Design Guidelines
- C. Administrative Departure Request Forms
- D. Certificate of Concurrency
- E. Republic Services Approval Letter
- F. Project Drawings (selected sheets attached. Complete set of drawings can be found in Project File.)

I. REQUEST/PROPOSAL DESCRIPTION

A. Request

The applicant requests Administrative Design Review (ADR) and Threshold Determination under the State Environmental Policy Act (SEPA) approval for an 8-story extended stay hotel with 219 guest rooms and 2 levels of below-grade parking for 104 vehicles. The project also includes a 3,913 square foot (SF) ground-floor active use (restaurant) space. This ADR constitutes Phase 1 of the Master Development Plan previously approved under file number 19-12114-LP on May 7, 2020. Phase 2 of the MDP will be located on the parcel that adjoins the site along its south boundary and will be reviewed under a future Design Review application.

The project is located on a 40,888 SF (.93 acre) site in the Downtown Office 2 North (DT-O-2-N) district along the east side of 106th Avenue NE and to the south of NE 9th Place, a private road providing access to existing high-rise residential development to the north and high-rise commercial office towers to the east. Detailed discussion of how the proposal will meet the dimensional requirements and standards of the Land Use Code are found in Section III of this report.

The applicant has requested two (2) Administrative Departures as part of this application:

- Build-to Line
- Shared Parking Agreement

Departure requests are discussed in detail in Section V of this report.

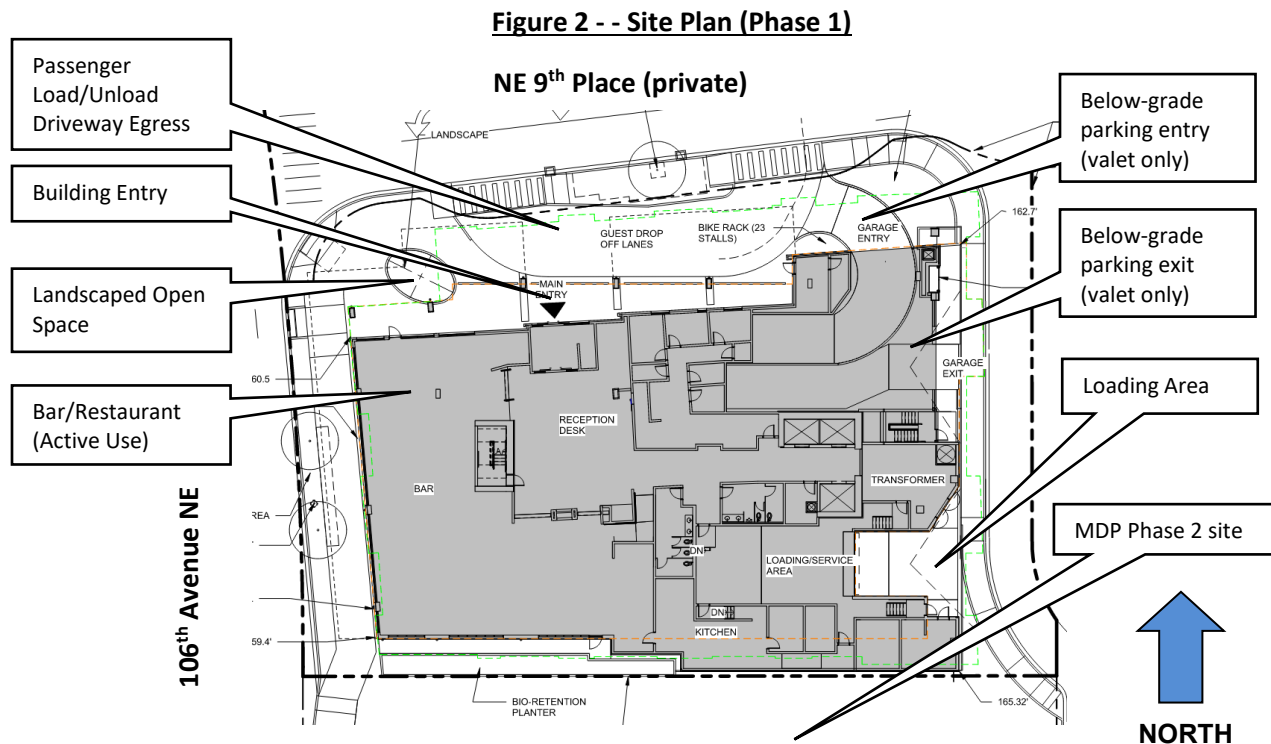
Figure 1 - - View from the northwest along 106th Avenue NE



B. Site Design

1. Vehicle Access

The project site is located on the southeast corner of the intersection of 106th Avenue NE and NE 9th Place. NE 9th Place is a private street from which vehicles will access the project to drop off and pick up hotel guests, and from which the below-grade parking garage will be accessed. The garage will provide 2 levels of underground parking (by valet-only). Vehicles will exit the garage by a ramp to NE 9th Place to the east. The building's loading area will also be accessed from NE 9th Place along the east façade of the building, as shown on **Figure 2** below. **Refer to Transportation Review in Section VII of this report for additional comments. Refer to Conditions of Approval regarding Provisions for Loading and Refuse and Recycling Storage Area in Sections XII.A and C of this report.**



2. Pedestrian Access & Streetscape

Pedestrians will access the hotel and adjoining Active Use space (restaurant/bar) from an entry along NE 9th Place adjacent to the driveway for guest drop off and pick up. The restaurant/bar will be located in the northwest corner of the ground floor as it fronts on NE 9th Place to the north and 106th Avenue to the west.

An open landscaped area will be provided at the site's northwest corner that will include an oval-shaped planter with adjoining seating at its edges. This exterior space will open views to the hotel's entry, allow westerly daylight to penetrate the northern edge of the site and provide motorists driving west on NE 9th Place better visibility of traffic on 106th Avenue NE. The streetscape along 106th Ave NE will include an 11'-wide sidewalk, 5'-wide planter strip and street trees (Emerald Sunshine Elm 'Ulmus propinqua'). Along the northern façade of the building on NE 9th Place, an 8'-wide sidewalk will be provided as well as an additional

Elm tree. As NE 9th Place turns southward along the east façade of the building, the sidewalk narrows to 6'-6" wide. Additional landscaping will be provided to screen the below-grade parking entry at the northeast corner of the site and at the building's southeast corner.
Refer to Build-to Line Departure discussion in Section V of this report.

C. Building Design

1. Design

The building is a trapezoidal shape in plan that aligns with the adjoining streets. It's form is comprised of a 2 story tall base and a 6-story tall mass above that overhangs the building base to varying extent along the south, east and most prominently along the north (NE 9th Place) frontage, where the overhang provides a covered area at the passenger load/unload driveway and hotel entry area. The building overhangs along the south and east sides allow the facades below to modulate in response to functional requirements of service and loading areas while also providing a distinct separation between the "base" and the "middle/top" of the building.

The building's 2 story base includes extensive ground level windows along 106th Avenue NE and NE 9th Place to provide transparency to the restaurant/bar interior and hotel lobby. These bands of windows are offset by columns of stone veneer with accent detailing. At the second level, windows are interspersed between areas of wood-like panels and perforated metal panel inset details.

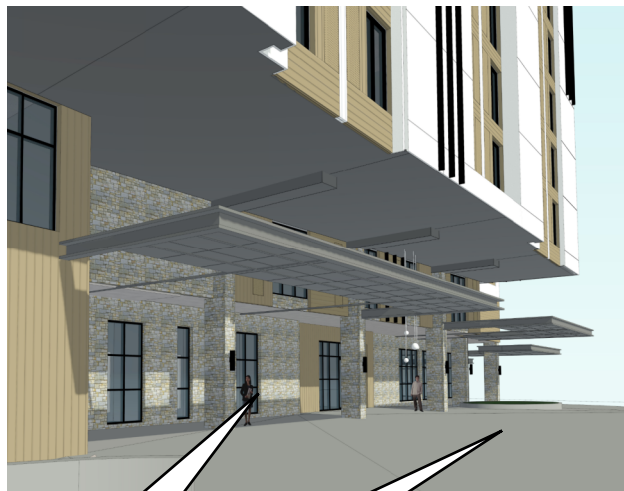
The upper 6 stories of the hotel include vertically oriented bands of windows that are generally inset from the solid areas of the facades to break down the scale of the building's form. Additional scaling devices include groupings of vertically-oriented "slits" on the north and northwest corner of the building that will create opportunities for accent lighting.

Refer to Condition of Approval regarding Exterior Lighting in Section XII.C of this report.

Figure 3 - - View of building from northeast



Figure 4- - View of Main Entry



Building Entry

NE 9th Place

Figure 5 - - View Along 106th Avenue NE



106th Avenue NE

Bar/restaurant
windows

Figure 6 - - Building Elevations



North Elevation

West Elevation

South Elevation

East Elevation

2. Colors and Materials

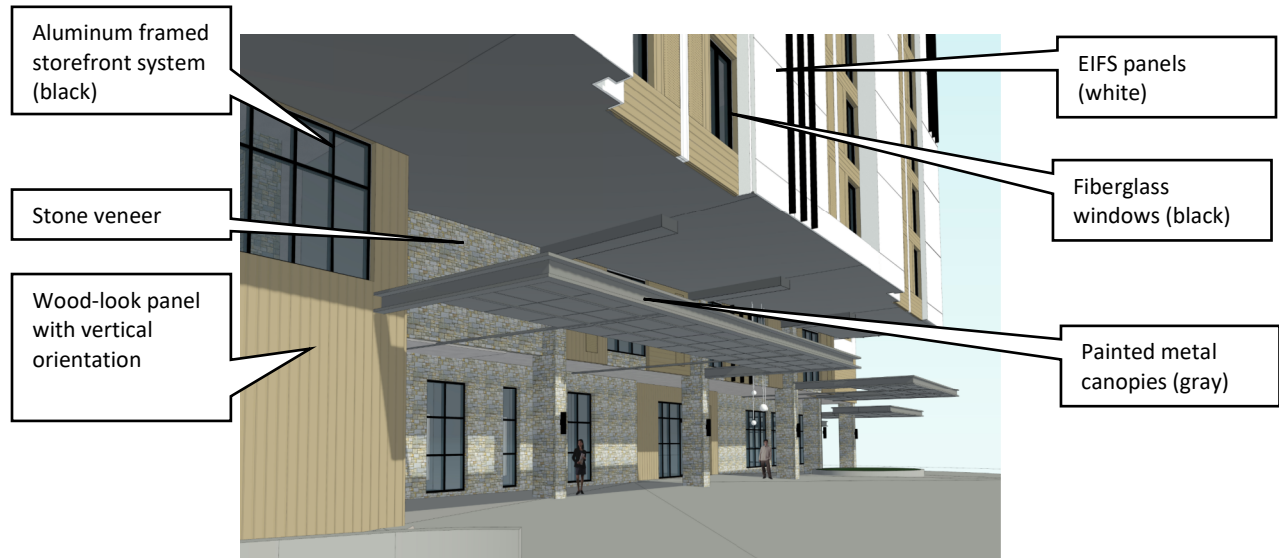
The exterior materials palette will support the building's massing diagram of a two-story base and six-story mass above. The base will use a combination of stone veneer, wood-like panels and vision glass, while the building form above will include wood-like panels, glazing

and EIFS (a drainable, water-managed exterior insulated finishing system) panels in white to contrast with the muted earth-toned colors that are used in adjoining façade insets and throughout the building base. The use of the color black in window frames and the vertical slots on the upper facade will break up the building's scale and provide a contrasting color against the lighter colors and materials that predominate the exterior. Refer to sheet ADR11 in Attachment F - Project Drawings, for a complete list of the proposed materials and their proposed location on the building.

Figure 7: Exterior Materials Location



Figure 8: Exterior Materials Location at Building Base



3. Signage

This Design Review application does not include any sign permit approvals. The applicant will be required to submit a sign permit package to the City for formal Sign Code review prior to any occupancy permits. **Refer to Condition of Approval regarding the Project Sign Design Package in Section XII.D of this report.**

D. Process

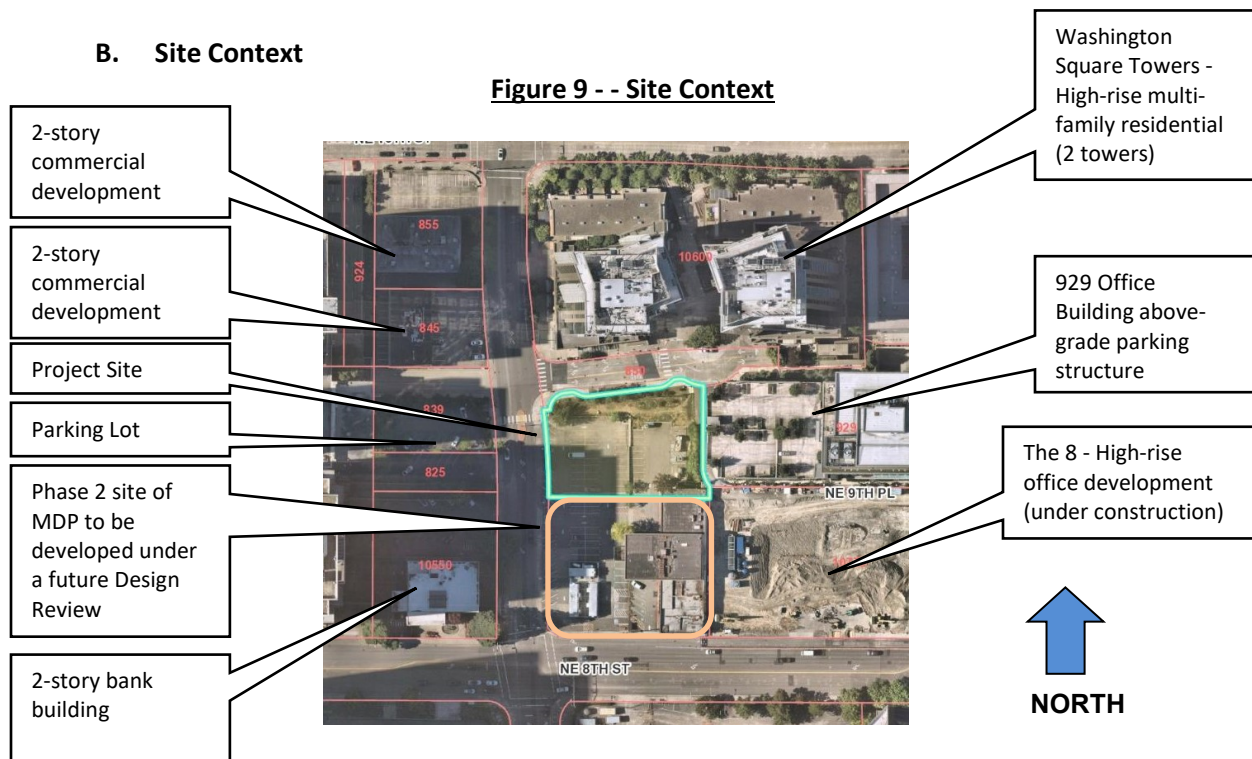
Administrative Design Review (ADR) is required by LUC 20.25A.030.B. In addition to the ADR review, the project requires a threshold determination under the State Environmental Policy Act (SEPA) due to the project size. The ADR and SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of Development Services issues the ADR decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Condition of Approval regarding Design Review Modifications in Section XII.A of this report.**

II. SITE DESCRIPTION AND ZONING

A. Site Description

The site is located along the east side of 106th Avenue NE to the immediate south of NE 9th Place, a private street that provides access to the residential development to the north and office development to the east. The site is relatively flat and is currently used as a surface parking lot and also includes the north end of a two-story building located on the parcel to the south, which will be developed in Phase 2 of the MDP. The existing building to the south will be remodeled to remove the portion located on the subject parcel prior to construction of the proposed Phase 1 hotel.

B. Site Context



Existing development adjacent to the site includes the two Washington Square Condominium Towers to the north across NE 9th Place, the 929 Bellevue Office Tower and parking structure across NE 9th Place to the east, and the parcel to the south, which includes an existing parking lot and two-story commercial building described above. This existing, underdeveloped site currently has low-rise, one- and two-story commercial buildings with

associated surface parking.

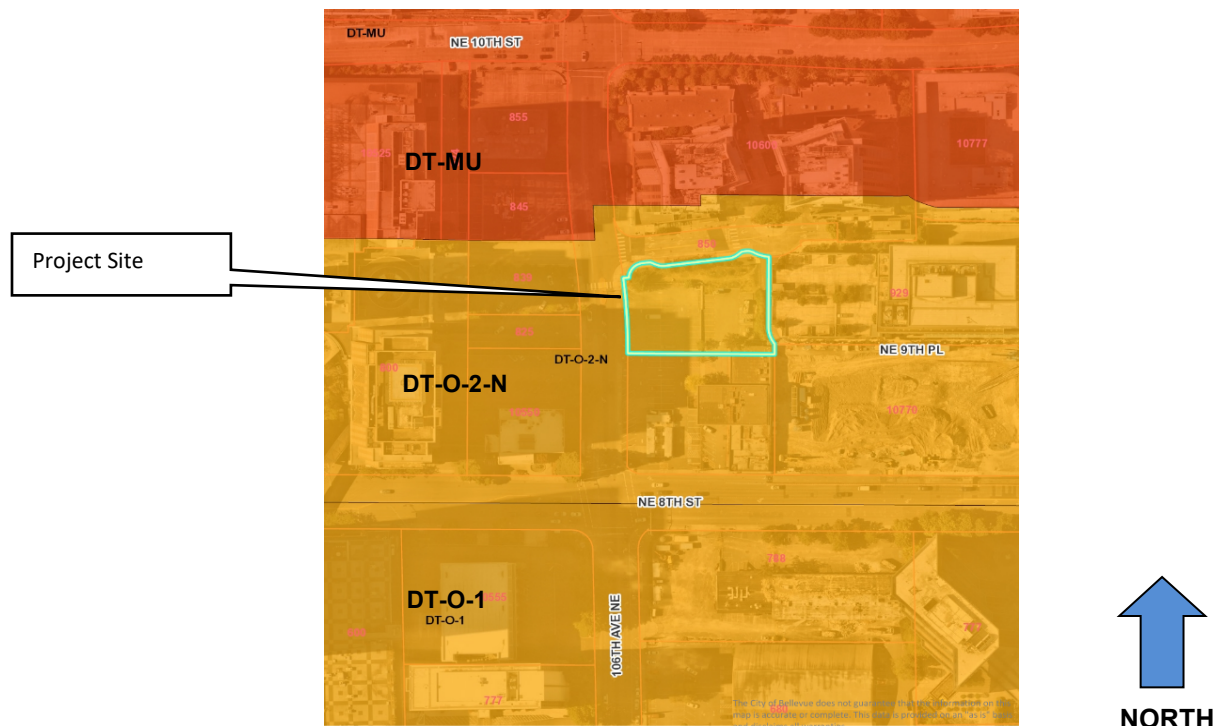
The properties surrounding site and their zoning and uses are as follows:

- North:** DN-MU, Two condominium residential towers (Washington Square Towers) within the same superblock as the proposal site.
- East:** DT-O-2-N, An existing office tower (929 Office Tower) and a new high rise office tower (The 8) currently under construction on NE 8th Street within the same superblock as the proposal site.
- West:** DT-O-2-N, Existing multi-use development consisting of office and hotel buildings.
- South:** DT-O-2-N, Phase 2 parcel of the previously approved MDP. Building on this parcel to be modified per discussion in Section III of this report.

C. Site Zoning

The proposal site is entirely within the DT-O-2-N (Downtown Office-2- North) land use district, within the Downtown Core. It also lies within the Eastside Center neighborhood of the Downtown.

Figure 10 - - Site Zoning Map



III. CONSISTENCY WITH LAND USE/ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The proposed hotel use is permitted within the DNTN-O-2-N land use district.

2. Dimensional Requirements

The dimensional and area requirements that apply in DNTN-O-2-N are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section V below, for discussion regarding Administrative Departures.

Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Site Area LUC 20.25A.020	40,888 SF		
Land Use District per LUC 20.25A.010	DT-O-2-N (Downtown O-2 North of NE 8 th Street)		
Building Type per LUC 20.25A.060 Footnote (2)	Residential (Hotel)		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Minimum Tower Setback from interior property line(s) above 80' <i>IF</i> Building Exceeds 100'	20' from eastern interior property line	Not applicable - - building height does not exceed 100'.	
Maximum Lot Coverage by Structure	100%	68%	Meets LUC requirement.
Floor Area Ratio (FAR) - - GFA for FAR:	DT-O-2-North: Base: 5.4 = 220,795 SF (5.4 x 40,888 SF) Max: 6.0 = 245,328 SF (6.0 x 40,888 SF)	121,216 SF = 2.96 FAR (121,216/40,888 = 2.96)	Meets LUC requirement. Refer to Section III.B below for discussion regarding FAR.
Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Maximum Building Height/ Maximum Building Height with Mechanical Equipment	Residential: 460 FT/480 FT Measured from average finish grade to the rooftop, with an additional 20 feet	Hotel (residential): 83.9 FT/93.3 FT Measured from Average Fin. Grade of 162.18 FT	Meets LUC requirement.

Measured from average finish grade DT-Building Height	allowed for mechanical equipment. LUC 20.25A.060 & LUC 20.25A.020.A.		
Base Building Height - Measured from Average Finish Grade	Residential: 288 FT	Not applicable. The building will not exceed the base building height of 288 FT	
Building Trigger for Additional Height	Residential: 288 FT	Not applicable. The building will not exceed trigger for additional height.	
Building Height Proposed Above Trigger Height:	0 FT	Residential: 0 FT No building proposed above trigger.	
Maximum Floor Plate Above 40 FT Measured in gsf/floor	Hotel: 24,000 gsf/f Note: per LUC 20.25A.060.A.4 – Footnote (5), hotels are considered non-residential for maximum floorplate requirements	Hotel: 19,948 gsf/f	Meets LUC requirement
Maximum Floor Plate Above 80 FT Measured in gsf/floor	Hotel: 24,000 gsf/f	Not applicable. The building does not have a floor plate above 80 FT.	Note that per LUC 20.25A.060.A.4 – Footnote (5), hotels are considered non-residential for maximum floorplate requirements
Tower Separation above 80 ft. where Building Exceeds 100 ft. (multiple <u>tower</u> project only)	60 FT	Not applicable. The building does not exceed 100 FT in height.	The hotel is less than 100 FT tall does not meet the DT – Tower definition in LUC 20.25A.020.A
FAR Exemptions (LUC 20.25A.070.C)			

Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Exemption for Ground-Level Active Uses	Active uses meeting "A" rights-of-way up to 1.0 FAR	3,914 SF = 0.095 FAR	Meets LUC 20.25A.070.C.1
Measured in GFA for FAR	Maximum 40,888 SF allowed = 1.0 FAR		Refer to Section IV - Design Guidelines below for how the project meets the criteria for exempt active uses.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Sidewalk Width measured from back of curb LUC 20.25A.090	106 th Avenue NE: 16 FT Overall 5 FT Planter Strip 11 FT paved sidewalk	106 th Avenue NE: 16 FT Overall 5 FT Planter Strip 11 FT paved sidewalk	Meets LUC requirements.
Landscaping-Street Tree Species	<u>Street Tree</u> 106 th Avenue NE: Elm: Ulmus propinqua 'Emerald Sunshine' planted at 30 FT on center	<u>Street Tree</u> 106 th Avenue NE: Elm: Ulmus propinqua 'Emerald Sunshine' planted at 25 FT on center.	<u>Refer to Conditions of Approval regarding Final Landscape and Irrigation Plans, Street Trees and Right-of-Way/Streetscape Landscaping, Soil Volume, Streetscape Irrigation (Right-of-Way and Site), Landscape Installation Assurance Device, Landscape Maintenance Assurance Device, and Maintenance Agreement with the City of Bellevue in Sections XII.B and D of this report.</u>
Vehicular Parking LUC 20.25A.080 LUC 20.20.590.F.2	<u>Hotel</u> : Unspecified use. 120 stalls required for overnight use per Parking Study by TENW.	<u>Hotel</u> : 104 stalls in below-grade garage for valet access only. Remainder of 16 stalls to be provided on adjacent Bellevue 929 Office Tower property per Shared Parking Agreement.	Meets LUC requirements per approved Administrative Departure Request for Shared Parking as described in Section V of this report.
	<u>Restaurant(bar)</u> 3,913 SF Min.: 0 stalls/1,000 NSF Max: 15/1,000 NSF = 59 stalls. (3.9 x 15 = 59 stalls)	<u>Restaurant (bar)</u> 0 stalls	

	<u>Compact stalls:</u> Up to 65% required parking stalls in Downtown may be approved with a Departure	<u>Compact stalls:</u> No compact stalls proposed.	
Bicycle Parking LUC 20.25A.080.G.1.b & 2	Hotel Use Unspecified for bicycle parking Provided on-site in a secure location. Covered spaces: At least 50% of required spaces shall be covered.	22 covered spaces provided on north side of property in view of building entrance.	Meets LUC requirement
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Refuse & Recycling LUC 20.20.725 & 20.25A.160	<u>Hotel:</u> 1.5 SF per unit = 219 guest rooms x 1.5 = 329 SF <u>Restaurant:</u> 5 SF/1,000 GSF = 20 SF (5 x 3.9 = 19.5 SF) <u>Total Required</u> = 349 SF	<u>Refuse & Recycling:</u> 353 SF for recycling and refuse storage	Meets LUC requirements.
Loading Area 20.20.590.K.4	10 FT wide x 50 FT long (Director may reduce required stall and maneuvering length based on the criteria found in LUC 20.20.590.K.4.b.ii)	One 18 FT by 30 FT loading area provided.	<u>Refer to Condition of Approval regarding Provisions for Loading in Section XII.A of this report.</u>

B. FAR & Amenity Bonus System (LUC 20.25A.070)**Floor Area Ratio (FAR) and Amenity Incentive System Requirements (LUC 20A.070)**

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this Section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. Because this project will neither exceed the Base FAR nor base building height, no FAR

Amenities will be required.

1. FAR Exemptions and Bonuses

FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a): Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for “Pedestrian Corridor/High Streets – “A” Rights-of-Way” shall be eligible for an exemption from the calculation of the floor area, up to a maximum of 1.0 FAR per LUC 20.25A.070.C.1.a.

The applicant is proposing 3,914 SF of Exempt Active Use within the first floor of the building which is below the maximum allowable 1.0 FAR (40,888 SF). Therefore, 3,914 SF may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency. It should be noted that the applicant is requesting an Administrative Departure for Build To line along 106th Ave NE.

2. FAR Summary – DT-O-2-N

Site Area: 40,888 SF
Base FAR: 220,795 SF (5.4 FAR)
Max. FAR: 245,328 SF (6.0 FAR)

GFA for FAR Proposed (before exemptions): 125,130 SF

Exempt Active Use GFA Proposed: 3,914 SF (Ground Level Active Use)

Total GFA for FAR: 121,216 SF (121,216/40,888 = **2.96 FAR**)

3. Base FAR/Proposed FAR above Base FAR:

Base FAR (5.4): 220,795 SF
Proposed FAR (2.97): 121,216 SF
Square Footage above Base FAR: 0 SF

4. Base Building Height/Proposed FAR above Building Height:

Base Building Height: 288'
Proposed Building Height: 83.99'
Floor Area Above Base Building Height: 0 SF

C. Green and Sustainability Factor (LUC 20.25A.120)

As proposed, the development will demonstrate compliance with the requirements of the Land Use Code by providing a score of 0.33 to meet the code minimum green factor score of 0.3.

Refer to sheet L5.06 of the Preliminary Landscape Plan in Attachment F – Project Drawings, for the complete Green and Sustainability Worksheet.

- Bioretention Facilities
- Landscaped Areas with Soil Depth Less than 24”.
- Landscaped Areas with Soil Depth of 24” or more.
- Shrubs and Large Perennials.
- Small Trees.
- Medium Trees.

- Green Roof.
- Native or Drought-Tolerant Landscaping.
- Landscape Areas at Sidewalk Grade.

D. Soil Volumes (LUC 20.25A.110.A.3)

To ensure that all new trees and retained trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees within streetscape planters for new and retained trees to thrive post construction. Review and verification of soil volumes will take place under the Clearing and Grading Permit. **Refer to the Condition of Approval regarding Soil Volume in Section XII.B of this report.**

E. Mechanical Equipment and Exhaust Control (LUC 20.25A.130)

Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment.

As proposed, mechanical equipment will be located on the building's roof. Exposed mechanical equipment will be visually screened with solid screen walls to match the height of exposed mechanical equipment and from above by horizontal slats. **Refer to Conditions of Approval regarding Mechanical Location and Screening, Garage Exhaust and Commercial Venting in Section XII.C of this report.**

F. Encroachment of Existing Off-Site Building

As shown on **Figure 11** below, a portion of an existing off-site building to the south of the site (on the Phase 2 parcel) encroaches into the project's proposed footprint. As a result, and as required in the underlying MDP approval, a partial demolition of this building will be required prior to the start of construction of the project. Under future demolition and commercial building permits, the existing off-site building will be remodeled to remove the encroaching condition and a new portion of the building will be added (per **Figure 12**) to include the north façade shown in **Figure 13**.

Prior to the start of construction for the Phase 1 project, the submittal of applications for the associated demolition and construction permits will be required. **Refer to Condition of Approval regarding Modification to Off-Site Encroaching Building (Phase 2 of MDP) in Section XII.A of this report.**

Figure 11: Existing Condition

Figure 12: Proposed Modification

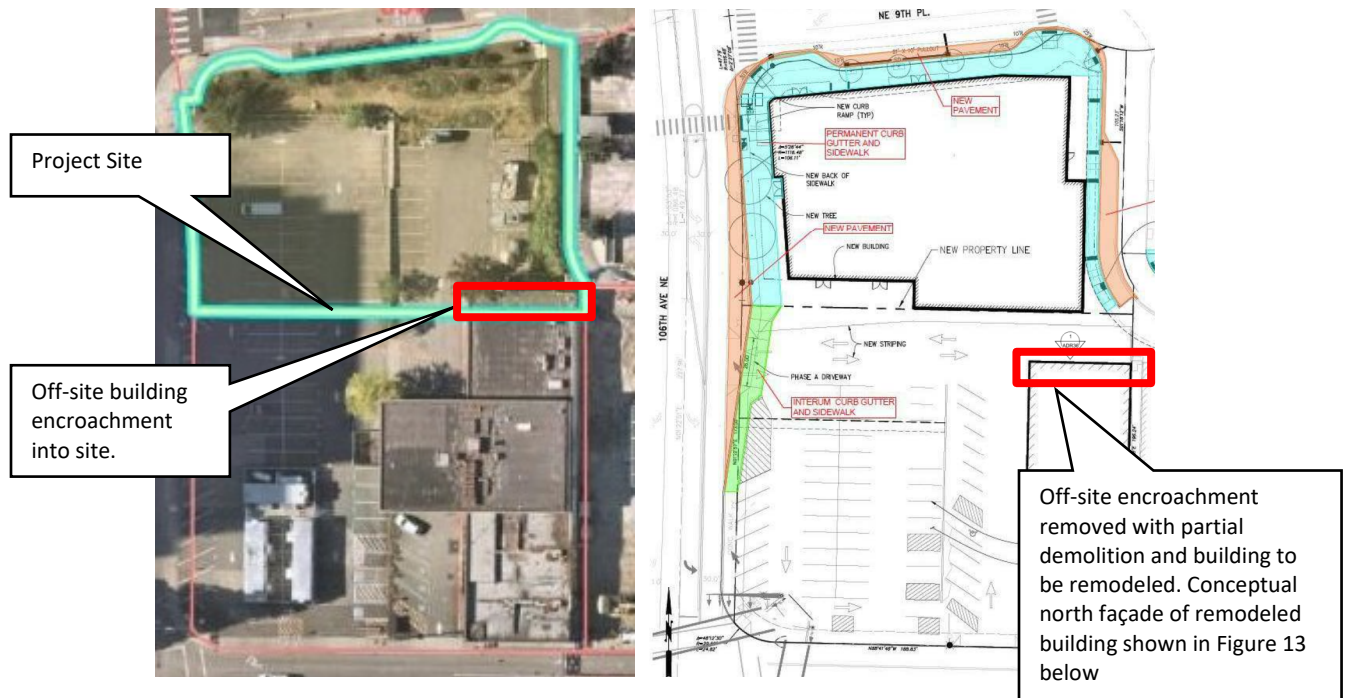
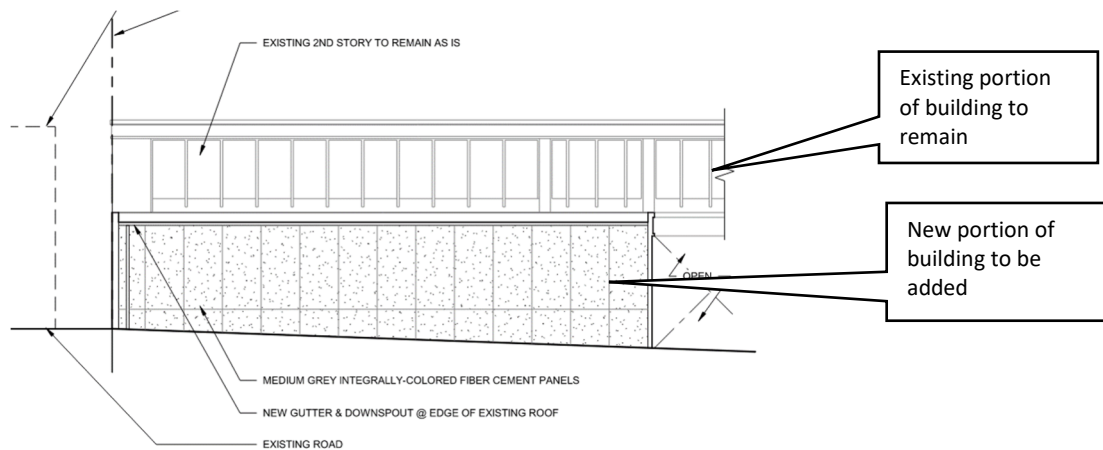


Figure 13: Conceptual North Façade Wall on Remodeled Off-Site Building



IV. DESIGN GUIDELINES

Downtown Design Guidelines (LUC 20.25A.140-180)

The proposal will meet the intent of the Downtown Design Guidelines as summarized below. Refer to **Attachment B: 2020 Downtown Design Guidelines** for additional detailed information regarding how the proposal will meet each applicable Downtown Design Guideline below:

1. Context (LUC 20.25A.150)

The proposal will meet the intent of each item in the Context section of the design guidelines. More specifically, the proposal will meet the following:

- The project's height and form will be consistent with recent new development in the vicinity

- and well within the code allowances for the site. The building's height will be consistent with the recently completed Hilton Garden Inn to the northeast of the site and will be significantly lower than what would otherwise be allowed by Code. The building's form in plan will be similar in scale to the residential towers to the north of the site.
- By contributing to the build-out of the interior roadway system on this superblock with the completion of NE 9th Place, the project will provide logical connections and facilitate the movement of vehicular traffic off surrounding public streets.
 - The hotel's loading and service entry will be located along NE 9th Place along the building's east facade and thereby will minimize the visual impact of this function along 106th Avenue NE and to the Washington Square Condominium buildings to the north.
 - The hotel's proposed height will maximize sunlight on the surrounding development.

2. Site Organization (LUC 20.25A.160)

The proposal will meet the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:

- The on-site passenger load/unload for the hotel will be located along a new driveway/porte cochere accessed from NE 9th Place along the north side of the site to minimize conflicts with pedestrian and vehicular traffic along 106th Avenue NE.
- Access (by valet only) into the below-grade parking garage will be provided by a new driveway from the passenger load/unload area along NE 9th Place on the north side of the site. Egress (by valet only) from the below-grade parking garage will be provided at a separate location along NE 9th Place on the east side of the property.
- Building loading, including trash and recycling pick-up, will be accessed from NE 9th Place on the east side of the building.
- Primary pedestrian access to the building will be located along the passenger load/unload area along NE 9th Place on the north side of the building.

3. Streetscape and Public Realm (LUC 20.25A.170.A)

The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- The project will utilize simple forms, modern materials, details and an overall integration of the attributes above into a singular aesthetic expression.
- Weather protection in the form of glass canopies will extend over the public sidewalk along 106th Avenue NE.
- The project will include a landscaped open space at the northwest corner of the site as described in Section I of this report above and as discussed in the Build-to Line Departure request in Section V of this report below.
- The project will provide places for stopping and viewing along 106th Avenue NE with extensive transparency into the Active Use (bar) interior and by a door into the bar at the northwest corner of the building on NE 9th Place.
- The project will include decorative column wraps at the ground level along the 106th Avenue NE frontage.
- Lighting will be designed to accentuate the unique features of the project including the installation of lighting in slots in the building façade along the north and south facades.
- All signage materials will be coordinated with architectural finishes and be specified to have durable, exterior grade finishes to withstand the elements.

ROW Design Guidelines (LUC 20.25A.170.B)

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, 106th Avenue NE is designated as a “B” right-of-way. However, because the applicant seeks to exempt FAR for the ground level Active Use in the hotel along 106th Avenue NE, the streetscape area in front of this exempt active use space is required to be designed to meet the “A” right-of-way standards and guidelines in LUC 20.25A.070.C.1.a.

Pedestrian Corridor/High Streets – “A” rights-of-way (LUC 20.25A.170.B.1)

The following standards/guidelines are required for an “A” right-of-way streetscape design on 106th Avenue NE and have been met as indicated below:

- ***Transparency: 75% required; and***
 - Meets standard: 82% provided (69’-0” linear feet).
- ***Weather Protection: 75%, 6 feet deep required; and***
 - Meets standard: 100% provided.
- ***Points of Interest: Every 30 linear feet of the façade; and***
 - Meets standard: Points of Interest provided at a maximum of approximately 21’-0” increments include decorative column wraps at along the 106th Avenue NE façade.
- ***Vehicular Parking: no surface parking or vehicle access between the sidewalk and main pedestrian entrance; and***
 - Not applicable: The pedestrian entrance to the hotel is located on NE 9th Place, a private street.
- ***100% of the street wall abutting the build-to line shall incorporate active uses.***
 - Meets standard: The street wall abutting the build-to line along 106th Avenue NE will be comprised of 100% Active Use space (hotel bar).

The proposal will meet each of the design standards for “A” rights-of-way on the Active use to be exempted along 106th Avenue NE as detailed on sheet ADR23 in Attachment F - Project Drawings. **Refer to the Condition of Approval regarding Street Level Glazing in Section XII.C of this report.**

4. Building Design (LUC 20.25A.180)

The proposal will meet the intent of each item in the Building Design section of the design guidelines. More specifically, the proposal will include the following:

- The project will utilize exterior cladding materials of vision glass, stone veneer and cementitious panels in colors that will add visual interest, are high-quality, durable and will contribute to the overall aesthetic character of the development.
- The project will use differentiation of glazing patterns and a 2-story base comprised of stone veneer and warm-toned cementitious panels to provide scale and create an engaging pedestrian experience.
- A high level of transparency is provided at the street level along 106th Avenue NE to ensure visual interest, safety, and the success of the active use at grade.
- Accent lighting to be installed in slots on the building facade provide visual interest during the evening. **Refer to the Condition of Approval regarding Exterior Lighting in Section XII.C**

of this report.

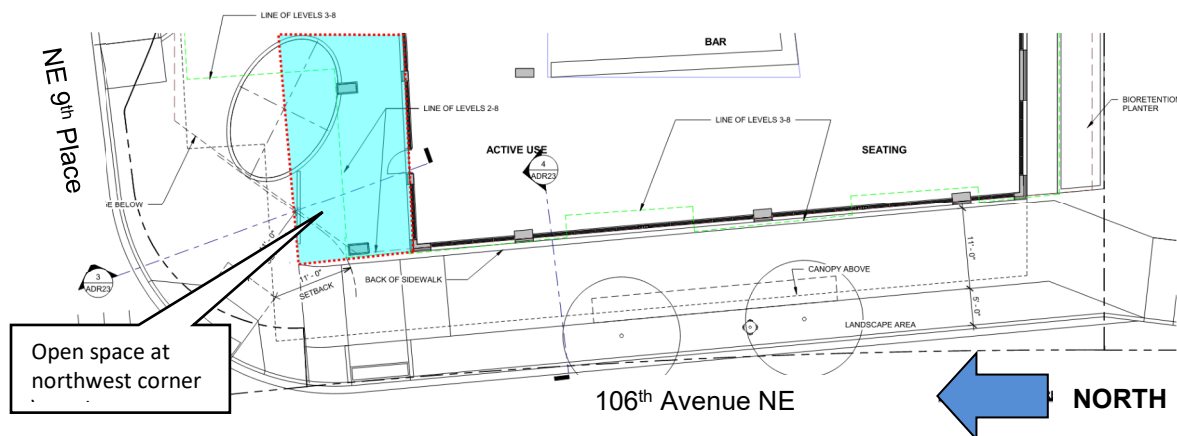
V. ADMINISTRATIVE DEPARTURES

The applicant has submitted two Administrative Departure requests to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. LUC 20.25A.030.D - Departures provide an avenue to depart from prescribed requirements of LUC 20.25A which provide enhancement beyond the contemplated design standards. Below is a discussion of the Departure requests made by the applicant and how each has met the Departure decision criteria in LUC 20.25A.030.D.1.b. Also refer to **Attachment C** Administrative Departure Request Forms for each of the applicant's Departure requests.

1. Build-To Line Departure:

The applicant requests an Administrative Departure from LUC 20.25A.020.A to modify the location of the "build-to line" at the hotel's frontage along 106th Avenue NE to allow the provision of additional ground-level exterior open space. Pulling the building façade along 106th Avenue NE back is requested to provide enhanced ADA access on the public sidewalk, highlight and provide wider access to the building entrance and to allow an area of enhanced streetscape adjacent to the active use within the building.

Figure 14: Build-To Line Along 106th Avenue NE



Departure Decision Criteria (LUC 20.25A.030.D)

- a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Response: The resulting design will advance Comprehensive Plan policies, including UD-48 and S-DT-35 as included below.

Policy UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.

Response:

- Provides a pedestrian amenity with the landscaped area and adjoining seating wall

- Preserves the view of 106th Avenue NE for vehicles traveling west on NE 9th Place
- Supports pedestrian-oriented building design through views to the building entrance and the interior of the adjoining Active Use (bar).
- Allows western sunlight to penetrate into the site's north edge.

Policy S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.

- Creates a sense of enclosure under the two-story high building overhang.
- Provides a sense of activity with views to the passenger load and unload area at the hotel entrance
- Offers protection from the elements with additional canopies to be installed above the passenger load/unload area as shown in Figures 1, 3 and 4 in Section I of this report.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The design will be consistent with the purpose and intent of the LUC as it will provide extra room for pedestrian access (including ADA) and activity, thereby enhancing the public orientation and facilitating pedestrian circulation. The departure also supports wayfinding to the hotel entrance, consistent with the LUC guidelines stating that “the primary building entrance front onto major public streets are well defined, clearly visible, and accessible from the adjacent public sidewalk” (LUC 20.25A.160.C.2).

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The proposed location of the building's facade and entry access points are the minimum necessary to accommodate and highlight primary building and active use entrances, including ADA access and highlight the pedestrian open space at the street corner.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

Response: A departure for modification of the build-to line is appropriate to accommodate and highlight the primary building and active use entries, provide modulation and interest in the building façade, and provide pedestrian open space at the street corner.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this Section.

Response: Not applicable to this project.

Finding: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to modify the Build-To Line is approved.

2. Departure for Shared Parking Agreement

The applicant requests an Administrative Departure pursuant to LUC 20.25A.080.C.2 for the use of parking facilities located on an adjoining separate property to meet the minimum parking required for the hotel. According to the Parking Study and Shared Parking Justification submitted by TENW on June 25, 2021, the hotel's 219 guest rooms will require a minimum of 0.55 stalls per room, resulting in the provision of 120 parking stalls. The hotel's below-grade garage will provide 104 stalls for the hotel, or 16 stalls less than the 120 stalls required. Access to the hotel's below-grade parking will be limited to valet use.

Per an existing Parking Easement Agreement recorded at King County (Recording #20180719000771) the adjacent property owner SCD NE 8th LLC (the 929 Building property) has granted the hotel property owner BV Holdings, LLC. the use of up to 90 additional parking stalls between the hours of 7 PM and 7 AM.

Departure Decision Criteria (LUC 20.25A.030.D)

a. *The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and*

Response: The resulting design (through the shared parking agreement) will advance a Comprehensive Plan goal or policy as described below:

- **Comprehensive Plan Objective:** The Comprehensive Plan contemplates shared parking. The Comprehensive Plan recognizes that parking should be "right-sized" to meet demand while also encouraging a project's sustainability efforts. The shared parking agreement between the hotel property and the adjacent 929 property will support the "right-sized" approach because it will provide overnight parking for the hotel during non-peak parking hours in the 929 Building's above-grade parking garage.
- **Comprehensive Plan Policies:**
 - **EN-1: "Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the city's commitment to provide for public safety, infrastructure, economic development and other obligations."**
Response: The provision of fewer parking stalls encourages fewer potential vehicles and associated reduced greenhouse gas emissions, which will provide a balance between minimizing environmental impacts and providing appropriate project infrastructure.
 - **S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.**
Response: Allowing for shared parking with the adjacent 929 Building property will reduce the number of parking stalls needed to accommodate peak overnight utilization for the hotel, since the peak demand for the hotel use and the office use on the adjacent property will not occur simultaneously.

b. *The resulting design will be more consistent with the purpose and intent of the Land Use Code; and*

Response: The resulting design (through the shared parking agreement) will be more consistent with the purpose and intent of the Land Use Code as indicated below:

- ***A convenient pedestrian connection between the properties exists; and***

Response: A pedestrian connection will be provided across NE 9th Place between the hotel property and the adjacent 929 Building property.

- ***The availability of parking for all affected properties or uses is indicated by directional signs, as permitted by Chapter 22B.10 BCC (the Sign Code).***

Response: As Conditioned, the availability of parking for all affected properties will be provided by directional signage will be provided under separate Sign Permits.

- ***Number of Spaces Required: Where the uses to be served by shared parking do not overlap their hours of operation, the property owner or owners shall provide parking stalls equal to the greater of the applicable individual parking requirements***

Response: Through the Parking Agreement the owner of the adjacent 929 Building property will provide parking stalls (up to 90) available during the evening hours when the hotel use has the most need for parking. This number is greater than the additional 16 stalls which were required to meet the demand number in the TENW parking study. Additionally, all parking, whether within the hotel building or on the 929 Building site, will be valet only.

- ***Documentation Required. Prior to establishing shared parking or any use to be served thereby, the property owner or owners shall file with the King County Recorder's Office or its successor agency, a written agreement approved by the [Director](#) providing for the shared parking use***

Response: The written shared parking agreement (the Parking Easement Agreement) was previously filed with the King County Recorder's Office and recorded on July 19, 2018 (Recording #20180719000771).

- c. ***The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and***

Response: The proposed shared parking agreement will provide (up to 90) spaces in an existing parking garage for the overnight use for the proposed hotel. As provided, the shared parking agreement is the minimum reasonably necessary to achieve the Comprehensive objective and Land Use intent as described above.

- d. ***Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or***

Response: The parking analysis prepared by TENW and submitted under this Design Review application provides sufficient analysis to support this Departure Request per LUC 20.25A.080.C.2.

- e. ***The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection***

D.2 of this Section.

Response: Not applicable to this project.

Finding: After review of the submitted Departure Request and associated supporting documentation against the Departure Decision Criteria as discussed above, the departure for the use of shared parking on the facilities on the adjacent 929 Building property will be approved.

VI. PUBLIC NOTICE AND PUBLIC COMMENT

Application Date:	March 16, 2020
Notice of Application (500 feet):	May 7, 2020
Minimum Comment Period:	May 21, 2020
Public Meeting:	May 5, 2021

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on May 7, 2020 with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. On August 8, 2020 the City granted the applicant a six month extension for the re-submittal of revisions originally due on September 5, 2020 to March 4, 2021 due to uncertainty for the project's viability caused by the Covid-19 pandemic. A public meeting was held via Zoom on May 5, 2021 and was attended by members of the public, City of Bellevue staff from Land Use and Transportation, and the design and ownership team. To date, 13 Parties of Record have been identified for the project as they have submitted specific comments regarding the proposal.

Below is a summary of the comments received by the City and responses to the issues addressed:

A. Transportation

1. *Comment: This project will create additional traffic on NE 9th Place.*

Response: This project will add traffic on NE 9th Place and on 106th Avenue NE. However, these additional traffic impacts were reviewed by the Transportation Department staff and were determined to be with the levels of service anticipated for the Downtown. See discussion of intersection Level of Service (LOS) in the project's traffic impact analysis by TENW and further discussion of transportation impacts in Section VIII.B of this report.

2. *Comment: Vehicles exiting the drop-off and pick-up bay on the north side of the WA square project should be restricted from turning left.*

Response: Transportation Department staff determined that there was no impact identified from this proposal that warranted a restriction on left turns. Vehicles must wait for a gap in traffic before proceeding. If there is congestion and queueing, vehicles can choose to use NE 9th Place as an alternative path and exit onto or enter from 108th Avenue NE. Refer to Transportation Technical Review and SEPA/Impact review in Sections VII.A and VIII.B respectively in this report.

3. *Comment: Shuttles will not be able to make a left turn out of the north drop-off facility, resulting in the need for an unsafe three point turn.*

Response: The project modeled turning exhibits for a shuttle were provided to the city and it has been shown that they will be able make the left turn. This modeling was based upon a specific design vehicle which is valid if the WA Square Extended Stay Hotel procures shuttles with the same dimensional specifications.

4. *Comment: Hotel traffic should not be able to use the WA Square private turnaround on the north side of NE 9th Place.*

Response: The turnaround facility on the north side of NE 9th Place is on private property and it is the responsibility of the underlying property owner to sign as such and provide enforcement. The Hotel project has shown that it does not need or intend to use that private facility.

5. *Comment: This project presents a safety concern to pedestrians crossing NE 9th Place.*

Response: The proposed access locations have been shown to meet the City's pedestrian sight distance requirements and will provide ADA compliant ramps at designated crossing locations.

B. Building

1. *The building design does not seem to be consistent with neighboring properties and what is being built in downtown Bellevue.*

Response: The building's design will meet all applicable Downtown Design Guidelines as described in Section IV of this report.

2. *Ensure that Code requirements regarding green space, public access and setbacks are being respected by the proposal.*

Response: The building will meet all Code-required green space, public access and setbacks as described in Section III of this report. Note that no open space was required with this proposal. However, the applicant has provided a pedestrian-oriented space with seating and landscaping at the northwest corner of the building.

3. *If the developer were to sell this project, what would prohibit the new owner of the project from changing the plans, such as proposing to make the building taller or changing the use?*

Response: Potentially, a new owner could change the plans as described above. However, any future changes would need to be reviewed by Land Use and would require either a Land Use Exemption or a new Design Review application and approval.

4. *Can the hotel be flipped 180 degrees so that its entry is off an alley between it and the proposed office tower?*

Response: The applicant chose to develop the hotel with its entry off NE 9th Place, which will meet all applicable standards and guidelines as described in this report.

5. *If there is a party or meeting at the hotel, how will people get dropped off on NE 9th? Will we residents have to wait?*

Response: The drop-off and pick-up of hotel guests will be limited to the driveway off NE 9th Place as indicated in Transportation Review comments in Section VII of this report. The function of the drop-off has been reviewed with the knowledge that this is a hotel and there will be functions such as meetings and special events.

VII. TECHNICAL REVIEW

A. Transportation

Project Summary

The WA Square Extended Stay Hotel project is the first phase of a two phase MDP as shown in the graphic below. The graphic also shows that part of Phase 1 includes the buildout of the remaining half of 9th Place along the east frontage of the phase 1 project.

Figure 15: MDP Phasing Plan



The proposed project is located on a single parcel at the SE corner of the 106th Avenue NE and NE 9th Place intersection, located in downtown Bellevue. There is a private road NE 9th Place on the north and east sides of the project that have a public access easement upon it. NE 9th Place on the north side of the project is fully constructed while NE 9th Place on the east is currently only a single lane. The project will provide road widening and an additional public access easement that will complete the full street section of NE 9th Place on the east side of the project.

The parcel currently does not have any existing access locations. Access to the surface parking lot is provided through a drive aisle on the adjacent parcel to the south. There is also a small portion of a building that extends onto the property that will be removed with the surface parking lot for this project, see below.

Figure 16: Phase 1 Existing Conditions



On the site a single building will be constructed which will consist of a 219 room all-suites hotel. There will be a drop off facility on the north side, a valet only underground parking garage, and trash/delivery loading accommodated on the east side of the project.

The project is located approximately ½ mile from the downtown transit center and future light rail station. In the near vicinity of the project is 108th Avenue NE which is the North-South bicycle corridor through downtown Bellevue. The corridor has bicycle facilities separated from traffic via a painted buffer. The south frontage of the project is on NE 8th Street which is classified as a major arterial and is an auto-corridor into Downtown Bellevue. The west frontage is on 106th Avenue NE which is also classified as a major arterial. The north and east sides of the project are the private road NE 9th Place with a public access easement upon it.

Multimodal Site Access

Vehicle and Loading Access: The current parking area on the parcel does not have direct access to 106th Avenue NE or NE 9th Place. Access to the current parcel parking area is from a parking lot drive aisle on the adjacent parcel to the south.

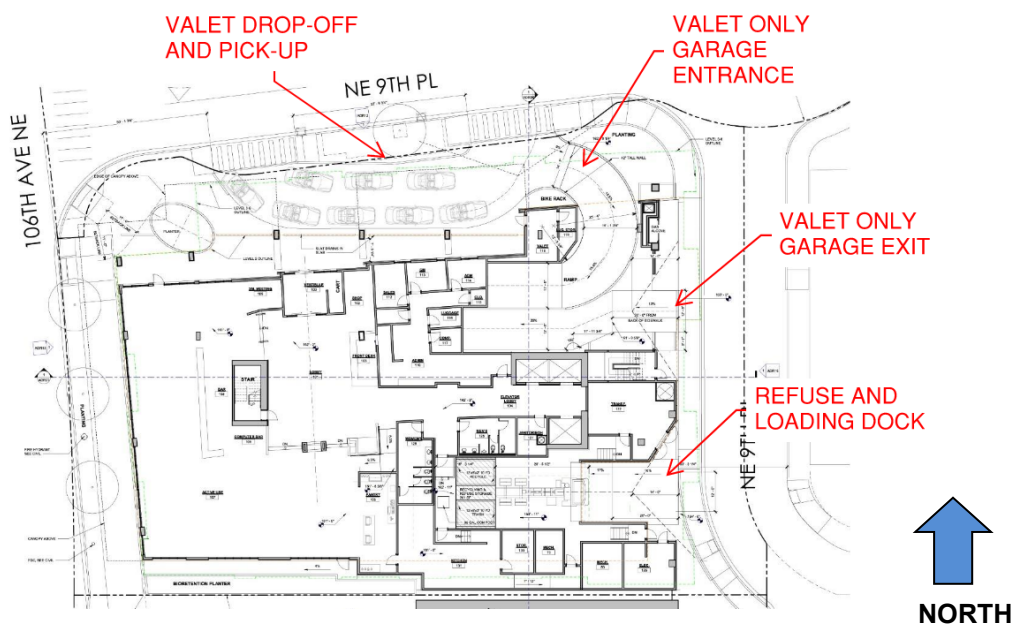
Access to the proposed project will be provided on NE 9th Place. On the east side of the project there are two driveways proposed to NE 9th Place. The south most driveway will serve the project's back of house loading demands and provide access to the buildings loading facility. The driveway and loading facility have been sized to meet Bellevue's sight distance standards as well as accommodate all loading activities on site for refuse pick-up. These larger vehicles and trucks will back into the loading facility from NE 9th Place where the loading activities will then occur fully within the project behind the public sidewalk.

There is a second driveway on the east side of the project north of the loading driveway. This is a one way exit from the underground valet only parking garage. This driveway also has been designed such that it meets Bellevue sight distance standards.

On the north side of the project there will be two driveway access locations from NE 9th Place, a private road that connects to 106th Avenue NE. to the west of the site. The west-most driveway will provide an entrance into the drop-off and pick-up while the east-most driveway will be an exit. Within the site and on the east side of this drop-off and pick-up facility is a valet only garage entrance.

None of the proposed access locations warrant turning restrictions and meet sight distance standards. See the summary of access locations below.

Figure 17: Phase 1 Ground Floor Plan



Pedestrian and Bicycle Access:

North Project Frontage: The project will be reconstructing the existing sidewalk on NE 9th Place. The project will provide a minimum 8-ft wide sidewalk, new 6" curb, with two new driveway approaches.

East Project Frontage: The project will be constructing the remaining half street section for NE 9th Place along the project's east property frontage. This street section includes a new travel lane for two-way traffic, a 6" curb and gutter, and a new 6-ft wide sidewalk.

South Project Frontage: There is currently no pedestrian facility on the south side of the project, nor will one be constructed with this project. The south property line is adjacent to another private parcel will be developed as phase 2 of the underlying MDP.

West Project Frontage: The project will a minimum 11-ft wide sidewalk for the length of the project along 106th Avenue NE. The sidewalk will be separated from the road by a minimum 5-ft wide planter strip.

All frontages will provide new ADA compliant facilities including new ADA ramps at the intersections. Overlays may trigger additional ramps to be brought into compliance.

Transit Service Access:

The project is located approximately ½ mile from the downtown transit center and future light rail station. In the near vicinity of the project on NE 8th Street are the routes 246, 271, 532, and 535. **Refer to Conditions of Approval regarding Provisions for Loading and Vehicular Access Restrictions in Section XII.A of this report.**

Sight Distance for Vehicles and Pedestrians

Sight distance requirements for vehicles and pedestrians were evaluated at all of the proposed driveway approaches on NE 9th Place and have been shown to meet Bellevue's standards. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. **Refer to Condition of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans in Section XII.B of this report.**

Street Lighting

106th Avenue NE and NE 9th Place shall meet Bellevue Street Lighting Standards. A photometric analysis is required to show that the required photometrics have been met. **Refer to Condition of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans in Section XII.B of this report.**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the

design of these features; architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans.

106th Avenue NE Street improvements road widening to match the DT Curb Alignment Plan, installation of new concrete curb and gutter, a 5-foot planter strip, ADA compliant 11-foot concrete sidewalk, new wide ADA ramps at the midblock RRFB crossing, and new wide ADA ramps at the intersection NE 9th Place, installation of street lighting that meets Bellevue's Standards, right of way dedication to the back of curb and sidewalk easement to the back of the required sidewalk width.

NE 9th Place – North Project Frontage improvements include new 6" concrete curb, two new ADA compliant concrete driveway approaches, 8-ft wide sidewalk, street lighting, and a new public access easement.

NE 9th Place – East Project Frontage improvement include road widening to construct the remaining half of NE 9th Place, concrete curb and gutter, 6-ft wide sidewalk, street lighting, a new ADA ramp in the projects SE corner to cross to the Skanska Project, and a new public access easement.

NE 9th Place improvements shall meet all the existing ordinance and agreements in place in addition to those requirements needed to meet Bellevue's current transportation standards.

New channelization and signage will be required as necessary along all frontages. **Refer to Conditions of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans, Building and Site Plans – Transportation and Street Frontage Improvements in Sections XII.B, C, and D of this report.**

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of each approved development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. **Refer to Conditions of Approval regarding the Transportation Management Program and the Implementation of the Transportation Management Program in Sections XII.C and D of this report.**

Easements and Right of Way

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full width of any sidewalk and planter strip along the public street 106th Avenue NE.

The applicant shall provide right of way dedication to the back of the curb on the public street 106th Avenue NE with the required road widening.

The applicant shall provide a public access easement on the road and sidewalk for NE 9th Place.

Refer to Conditions of Approval regarding Right-of-Way Use Permit, Existing Easements, and Sidewalk/Utility Easements and Right-of-Way in Sections XII.B and C of this report.

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **Refer to Condition of Approval regarding Holiday Construction & Traffic Restrictions in Section XII.A of this report.**

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near this project 106th Avenue NE has been classified as "Overlay Required."

Any overlay through a pedestrian crossing obligates the project to reconstruct both ramps serving that crossing to be ADA compliant. If the ramps are already compliant no further work is required. **Refer to Condition of Approval regarding Pavement Restoration in Section XII.D of this report.**

B. Utilities

1. Surface Water

The project proposes development that will trigger minimum requirements 1-9 of the Washington Department of Ecology Stormwater Management Manual for Western Washington. Drainage for the project will convey storm water to a connection in NE 9th PI which eventually outfalls to Lake Washington through the Meydenbauer Drainage Basin and maintains the historic flow path. Although minimum requirement 7 is required the site is located within the Meydenbauer No Detention Zone and no flow control facility will be required. Minimum requirement 6 is proposed to be met by providing a water quality treatment facility with construction of the project. Minimum requirement 5 for onsite storm water management will be implemented where feasible to meet requirements.

2. Utilities

a. Water

Domestic water meters and fire line connections are proposed to connect to an existing 8" ductile iron water main in 106th Ave NE. Water meters will be placed at the edge of

right of way or within sidewalk and utility easements at the project perimeter. There is adequate capacity in the water mains to supply the site with domestic meter and fire line connections.

b. Sewer

Domestic sewer for the site is proposed to connect to a sewer stub in NE 9th PL. There is adequate capacity in the sewer system to accommodate the development.

Refer to Condition of Approval regarding Utilities Conceptual Approval in Section XII.A of this report.

C. Clearing and Grading

A Clearing and Grading Permit will be required for the development per BCC 23.76.035. **Refer to Condition of Approval regarding the Clearing and Grading Permit in Section XII.B of this report.**

D. Fire

The Bellevue Fire Department Fire Prevention Division has reviewed the submittal in accordance with the 2018 International Fire Code, 2018 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon, and limited to, the information presented on drawings and/or materials received in our office. The Fire Department can approve the application, subject to the conditions. **Refer to Section XII.C for Conditions of Approval regarding Fire Review.**

E. Building

The plans provided for Design Review have not been sufficiently developed for a thorough review for compliance with the Building Codes. Complete review will occur under the Building permit application(s). The plans generally conform to the requirements applicable to this stage of the design process. Plans submitted for building permits are required to conform to the most recent building codes as adopted and amended by the State of Washington and the City of Bellevue.

VIII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The SEPA Environmental Checklist in Attachment A of this report, together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are

intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. **These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XII of this report.**

A. Environmental Health

1. Construction Vehicle Pollution:

To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655. **Refer to Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment in Section XII of this report.**

2. Construction Noise

While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Code, BCC 9.18, regulates hours of construction-related noise emanating from the site. BCC 9.18 provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. The Director, as outlined in the BCC 9.18, may grant an approval to expand the hours for which construction-related noise emanates from the site subject to meeting the criteria of BCC 9.18.020.C.1&2. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. **Refer to Conditions of Approval regarding Use of Best Available Noise Abatement Technology, Noise and Construction Hours, and Holiday Construction and Traffic Restrictions in Section XII.A of this report.**

3. Garage Exhaust

Exhaust fans can create noise levels exceeding that allowed by the City Code. The project is required to certify that the garage exhaust fan noise will not exceed 60 weighted decibels (dBA) at the public sidewalk prior to the issuance of any Certificate of Occupancy. **Refer to Conditions of Approval regarding Garage Exhaust and Certification by Noise Consultant in Section XII.C of this report.**

4. Construction Light and Glare

Construction light and glare is not permitted to affect neighboring residential uses. **Refer to Condition of Approval regarding Construction Light and Glare in section XII.A of this report.**

B. Transportation

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess cumulative impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a maximum net increase of up to 224 hotel rooms in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **Refer to Condition of Approval regarding Transportation Impact Fee in Section XII.C of this report.**

Mid-Range Impacts and Mitigation

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

The WA Square Extended Stay project will generate approximately 81 new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed

development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. Upon issuance of the building permit, concurrency is reserved for the life of the building permit as provided for in BCC 23.05.100.E. **Refer to the Certificate of Concurrency in Attachment D of this report.**

Short Term Operational Impacts and Mitigation

A traffic impact analysis dated September 17, 2021, was prepared for this project by TENW. The project trips were calculated and concurrency was determined at that time for use to complete the TIA.

The analysis reviewed the operations of the following intersections:

1. 106th Avenue NE/NE 10th Street
2. 108th Avenue NE/NE 10th Street
3. Bellevue Way NE/NE 8th Street
4. 106th Avenue NE/NE 8th Street
5. 108th Avenue NE/NE 8th Street
6. 110th Avenue NE/NE 8th Street
7. 112th Avenue NE/NE 8th Street
8. 106th Avenue NE/NE 9th Place (No Restrictions)
9. 108th Avenue NE/NE 9th Place (Right-in & Right-out)
10. NE 8th Street/NE 9th Place Connector (Right-out)

All intersections remained at LOS E or better with the proposed transportation infrastructure improvements. These include frontage improvements along 106th Avenue NE, NE 9th Place, and the new connection to NE 8th Street.

To improve pedestrian connectivity and as part of the project's required frontage improvements the project will construct an 11-foot wide sidewalk separated from the road by a 5 foot wide planter strip on 106th Avenue NE. There will also be road widening and a realignment of the curb to meet Bellevue's DT curb map plan. The existing mid-block crossing will be maintained just south of the 106th Avenue NE and 9th Place intersection. A new ADA ramp will be installed with the project.

The project will reconstruct existing pedestrian facilities along the north side of the project on NE 9th Place to be 8 foot wide. The project will construct new pedestrian facilities as well as complete the remaining half of the road on the east side of the project along NE 9th Place to

meet City standards and the requirements of the applicable ordinances. This road widening extends up to the intersection with the Skanska project. The sidewalk on the east side of NE 9th Place will be 6 foot wide sidewalk for pedestrians adjacent to the road. Where this road intersection with the adjacent to be constructed Skanska project (NE 8th Street) a new pedestrian crossing and ADA ramp will be installed to complete the pedestrian network on both sides of 9th Place.

C. Utilities

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current Utility codes and standards without requiring deviation for standards.

IX. CHANGES TO THE PROPOSAL DUE TO STAFF REVIEW

A. Site Design

Trash/recycling loading functions were re-located to the interior of the building along NE 9th Place.

B. Building Design

1. A parking study was provided to support the requested Shared Parking Departure request.
2. A phasing plan was submitted to document proposed modifications to the existing building on the Phase 2 parcel of the previously approved MDP.
3. The height of the weather protection (canopies) along 106th Avenue NE was lowered to conform to a maximum height of 12 FT above the sidewalk.
4. A direct entry door to the Active Use (bar) was provided near the northeast corner of the ground floor to meet the standard for Exempt Active Use space.

X. DECISION CRITERIA

Per LUC 20.30F.145, the Director may approve, or approve with modifications, an application for Design Review if:

a. *The proposal is consistent with the Comprehensive Plan, and*

Finding: This Design Review proposal is consistent with applicable policies of the Comprehensive Plan. The proposal provides a high-quality site and building design consistent with the Comprehensive Plan. More specifically, the site improvements will enhance the area for pedestrians through the provision of wider sidewalks, additional landscaping and a vehicular drop-off area on-site and away from public sidewalks. The building design will include weather projection, ground floor transparency and an Active Use (bar) to enhance pedestrian activity on the site and adjacent development. The building will complement existing development nearby through its lower height, massing, and use of urban materials and colors. Refer to Attachment B “2020 Comprehensive Plan Matrix and Downtown Design Guidelines” for a list of Comprehensive Plan policies that will be applicable to, and provide support for, this project.

b. *The proposal complies with the applicable requirements of this Code, and*

Finding: The tables and information in Sections III, IV, VI and VII of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal will comply with all Land Use Code requirements including but not

limited to building height, lot coverage, floor area ratio, sidewalks, parking, loading and trash and recycling. Two Administrative Departures have been requested, which include Build-To Line, and Shared Parking. Both Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure. In addition, refer to Attachment C for Administrative Departure Request Forms.

c. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.

Finding: The purpose of the Downtown Land Use Code is to develop the Downtown as an aesthetically attractive area of intense use, through the encouragement of cultural, entertainment, residential and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and public infrastructure. Through application of the Land Use Code, the proposal will address the intent of the Downtown Land Use Code by developing a project that meets all applicable design guidelines and standards discussed in Sections III, IV, VI and VII – including the criteria for all requested Administrative Departures.

d. The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.

Finding: The proposal will meet the Downtown Design Guidelines and standards as described in Section IV of this report. The proposed project is compatible with and responds to the existing character, appearance, and quality of development of properties immediately adjacent to the site. The scale and intensity of the project is in keeping with the surrounding context. The design of the building will complement surrounding development with respect to massing, site design and high-quality architectural design and detailing. The proposed design activates the pedestrian realm within the immediate vicinity via the ground level Active Use on 106th Avenue NE and adjoining public open space at the northwest corner of the building.

e. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.

Finding: The proposal will be served by adequate public facilities, including streets, fire protection and utilities. The subject site currently has access to water, sewer, stormwater and electric services. For further discussion, refer to Section VII – Technical Review in this report.

XI. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, City Code & Standard compliance reviews, and SEPA, the Director does hereby **APPROVE WITH CONDITIONS** the subject proposal.

XII. CONDITIONS OF APPROVAL

The following conditions are imposed on the applicant under the authority referenced:

A. GENERAL CONDITIONS:

1. Compliance with Bellevue City Codes and Ordinances

Compliance with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

Clearing and Grading Code - BCC 23.76	Tom McFarlane,	425-452-7860
Transportation Code - BCC 14.60	Ryan K. Miller,	425-452-2065
Trans. Improvement Prog. - BCC.22.16	Ryan K. Miller,	425-452-2065
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-452-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey,	425-452-6179
Construction Codes - BCC Title 23	Sheri Crawford,	425-452-4259
Land Use Code - BCC Title 20	Mark Brennan,	425-452-2973
Environmental Procedures Code – BCC Title 22.02	Mark Brennan,	425-452-2973
Sign Code - BCC Title 22B	Mark Brennan,	425-452-2973
Noise Control - BCC 9.18	Mark Brennan,	425-452-2973
Uniform Fire Code - BCC 23.11	Derek Landis,	425-452-4270

2. Design Review Modifications

Any modification to this approval shall be processed as either 1) a new decision, or 2) an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175
REVIEWER: Mark Brennan, Land Use Division

3. Modifications to Off-Site Encroaching Building

Prior to the issuance of any construction permits, including the Clearing and Grading Permit, the applicant shall submit applications for required building permits for the partial demolition and remodel of the existing building on the parcel to the south of the subject site in Phase 2 of the underlying MDP. Additionally, the portion of the building that is on the site associated with this approval shall be removed before any site work begins for the construction of this project.

AUTHORITY: Land Use Code 20.25A.160, 20.25A.180, Condition of Approval XII.D.27 from the underlying MDP Approval (#19-121114-LP)
REVIEWER: Mark Brennan, Land Use Division

4. Noise and Construction Hours

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residential development. In order to

minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. Requests for exemption from the Noise Control Code must be submitted in writing via an LY Permit application, two weeks prior to the scheduled onset of extended hour construction activity. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new construction.

AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Mark Brennan, Land Use Division

5. Construction Light and Glare

During construction, all lighting must utilize cutoff shields or other appropriate measures to avoid spillover glare onto adjacent uses beyond the site.

AUTHORITY: LUC 20.20.522 & Bellevue City Code 9.10
REVIEWER: Mark Brennan, Land Use Division

6. Holiday Construction & Traffic Restrictions

Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

AUTHORITY: BCC 14.30.060
REVIEWER: Tim Stever (425) 452-4294

7. Provisions for Loading

The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for hotel drop-off, hotel pick-up, hotel shuttles, deliveries, and refuse pick-up. On-street loading and unloading will not be permitted on 106th Avenue NE or NE 9th Place.

AUTHORITY: Land Use Code 20.20.590.K.4 & Bellevue City Code 14.60.180
REVIEWER: Mark Brennan, Land Use Division
Ryan Miller (425) 452-2065

8. Utilities Conceptual Approval

Utility Department approval of the design review application is based on the conceptual design only and the following conditions. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. A water, and storm Developer Extension Agreement will be required for the project along with side sewer and water meter applications. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Easements will be required public and private as needed. All utility improvements proposed under the

application must be inspected and accepted by the Utilities Department prior to building occupancy being granted.

AUTHORITY: BCC 24.02, 24.04, 24.06
RVIEWER: Mark Dewey, Utilities

9. Use of Best Available Noise Abatement Technology

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Mark Brennan, Land Use Division

10. Air Pollution from Construction Vehicles and Equipment

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
REVIEWER: Mark Brennan, Land Use Division

11. Vehicular Access Restrictions

There are currently no access restrictions in place for the four proposed access locations on NE 9th Place.

AUTHORITY: BCC 14.60.150
REVIEWER: Ryan Miller (425) 452-2065

B. PRIOR TO CLEARING AND GRADING PERMIT:

The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

12. Clearing and Grading Permit Required: The clearing and grading portion of the design review application has been approved. Approval of this design review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

AUTHORITY: Clearing & Grading Code 23.76.035
REVIEWER: Tom McFarlane, Development Services Department, Clearing & Grading Section

13. Right-of-Way Use Permit

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: Bellevue City Code 11.70 & 14.30
REVIEWER: Tim Stever, Transportation Department

14. Transportation Infrastructure Improvements & Civil Engineering Plans

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans.

Transportation Infrastructure Improvements on 108th Avenue NE, NE 8th Street, 9th Place, and the new connector road to NE 8th Street include the following:

1. 106th Avenue NE

- a. Install road widening per the City's Downtown Curb Map and as shown on the project plans.
- b. Install new concrete curb and gutter
- c. Install a minimum 5-foot wide planter strip with the following:
 - i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
 - ii. Soil preparation and root barrier
 - iii. Street trees, ground cover, and landscaping

- d. Install a minimum 11-foot wide concrete sidewalk
 - i. All new and existing utilities lids within the sidewalk must have non-slip lids installed
- e. Street lighting that meets Bellevue's standards
 - i. Installation of poles, arms, and LED fixtures meeting current City standards
 - ii. A combined street tree and streetlight plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- f. Convey property rights to the City, prior to grading permit issuance.
 - i. Provide Right of Way dedication to the back edge of the curb.
 - ii. Provide public sidewalk and utility easement for the planter and sidewalk width required per the land use code.
- g. Install a new ADA ramp for the RRFB midblock crossing.
- h. Install additional ramps based upon pavement restoration. Any overlay through a pedestrian crossing obligates both ramps to be brought up to current standards.
- i. Reinstall midblock RRFB and button based upon updated frontage and ADA ramp.
- j. Intersection of 106th Avenue NE and NE 9th Place
 - i. Reconstruct the corner with ADA compliant pedestrian ramps.

2. NE 9th Place (North Frontage)

- a. Construct a minimum 8-ft wide sidewalk is required.
- b. Construct two ADA compliant concrete driveway approaches.
- c. Street lighting that meets Bellevue standards
- d. The public access easement shall be amended, or a new public access easement granted to the encompass the full NE 9th Place Street Section.

3. NE 9th Place (East Frontage)

- a. Provide pavement widening for the fully built out road per City standards and the applicable Ordinance.
- b. Install new concrete curb and gutter
- c. Construct a minimum 6-ft wide sidewalk
- d. Construct two ADA compliant concrete driveway approaches.
- e. Construct one new ADA ramp in the SE corner of the project at the end of the sidewalk, to cross the NE 8th connector and connect to Skanska's full street section.
- f. Street lighting that meets Bellevue standards
- g. The public access easement shall be amended, or a new public access easement granted to the encompass the full NE 9th Place Street Section.

4. Signal and Fiber

- a. Conduit and junction boxes are required along the length of 108th Avenue NE and NE 8th Street. The City will take on the cost of the fiber and the fiber installation. The applicant shall install the conduit and junction boxes.

5. Structures Extending into the Sidewalk and Utility Easement

- a. No structure may extend into the Right of Way
- b. Underground Parking Garages
 - i. Underground garages and building structures may extend under the sidewalk and planter within the sidewalk and utility easement and multi-use easement if the vertical clearance requirements are met.
 - 1. At the intersections of NE 9th Place a minimum of 20 feet of vertical clearance is required. This is 20 feet of clear dirt between the top of the structure to the top of sidewalk grade. This is required between the PC and PT within the full footprint of the sidewalk and utility easement. Additional depth may be required based upon the design of the signal pole and mast arm foundation.
 - 2. On the arterial 106th Avenue NE 12 feet of vertical clearance is required. This is 12 feet of clear dirt between the top of the structure to the top of sidewalk grade. This is required in the easement area between the curb and the back of the sidewalk.
 - 3. On the private roads 9th Place 2 feet of vertical clearance is required. This is a minimum 2 feet of clear dirt between the top of the structure to the top of road grade.
- c. Balconies, Weather Protection, and Building Extending Over the Sidewalk and Utility Easement.
 - i. No balcony or any part of the building may extend over the public sidewalk and planter within a 60-foot vertical zone upon the sidewalk and utility easement or multi-use easement.
 - ii. The only exception is removable weather protection. This may extend over the sidewalk into the sidewalk and utility easement or multi-use easement.
 - 1. Weather protection must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
 - 2. Weather protection must meet Transportation's vertical clearance requirements.
 - 3. Weather protection shall be located at least 9 feet above the sidewalk grade and designed/constructed to be removable.

6. The Americans with Disabilities Act (ADA)

The ADA requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations. All new and existing junction boxes shall have non-slip lids installed. All new

and existing junction boxes shall have foundry applied non-slip lids within the public sidewalk.

The ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.

7. No soil nailing or shoring is allowed under a street right of way or sidewalk/utility easement or multi-use easement without an indemnification agreement that protects the city.
8. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
9. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
10. A dedicated channelization and signage plan is required.
11. All access locations shall meet Bellevue's pedestrian and vehicular sight distance standards.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Ryan Miller (425) 452-7915

15. Final Landscape and Irrigation Plans

- a. General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by the Land Use Division, the Parks Department, and the Utilities Department. Also see Condition of Approval regarding the streetscape irrigation (right-of-way and site) below.
- b. Any significant modification of these plans will require additional review and approval.
- c. Final Landscape and Irrigation Plans approved under the Clearing and Grading Permit shall be included in the building permit set for reference only. Each sheet shall be labeled **"FOR REFERENCE ONLY – REFER TO CLEARING AND GRADING PERMIT NUMBER XX-XXXXXX-GD FOR APPROVED LANDSCAPE AND IRRIGATION PLANS"**.
- d. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
- e. Electrical components shall not create a tripping hazard in the sidewalk.

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWER: Mark Brennan, Land Use Division

16. Street Trees and Right-of-Way/Streetscape Landscaping

- Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction.
https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf
- Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:
 - Tom Kuykendall, TKuykendall@bellevuewa.gov, 425-452-7924, or
 - Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100
- A Parks Department representative shall be on-site to inspect street trees **prior to planting AND at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110
REVIEWERS: Tom Kuykendall, Parks Department &
Mark Brennan, Land Use Division

17. Soil Volume

Trees proposed within the site and streetscape planter areas shall be provided the required soil volume, as described within the City of Bellevue Parks Department, Environmental Best Management Practices and Design Standards Manual:
https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf Soil volume calculations shall be shown on the plans submitted for a clearing and grading permit.

AUTHORITY: Environmental BMP's and Design Standards Manual
REVIEWERS: Mark Brennan, Land Use Division
Tom Kuykendall, Parks Department

18. Streetscape Irrigation (Right-of-Way and Site)

- a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
- b. No drip irrigation will be allowed within any City right-of-way.
- c. Schedule 40 irrigation pipe is required.
- d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.
- e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting Section of the Water Code applies.
- f. Parks Department Contacts:
 - Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
 - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: Bellevue City Code Land Use Code
REVIEWER: Mark Brennan, Land Use Division

C. PRIOR TO BUILDING PERMIT:

The following conditions are required by City Code. Unless otherwise specified below, these conditions must be complied with on plans submitted with the Building Permit application:

19. Transportation Impact Fee

Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. Removal of existing buildings will be eligible for impact fee credit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16
REVIEWER: Ryan Miller (425) 452-2065

20. Building and Site Plans – Transportation

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
REVIEWER: Ryan Miller (425) 452-2065

21. Existing Easements

Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished. Any existing utility easements along 106th Avenue NE that conflict with the new sidewalk requirement will be required to have the applicant work with that utility to relinquish that easement and come under the City's franchise permitting program.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller (425) 452-2065

22. Sidewalk/Utility Easements and Right-of-Way

The applicant shall provide sidewalk and utility easements to the City such the sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

The applicant shall amend the existing public access easement on NE 9th Place or record a new public access easement upon to the back of the required sidewalk. The public access easement shall meet all requirements of the applicable ordinance.

The applicant shall provide right of way to the City up to the back of the curb on the public streets 106th Avenue NE.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller (425) 452-2065

23. Transportation Management Program

The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070.

AUTHORITY: BCC 14.60.070; 080
REVIEWER: Ryan Miller (425) 452-2065

24. Exterior Building Lighting

All exterior building lighting shall include cut-off shields that prevent spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable.

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Mark Brennan, Land Use Division

25. Mechanical Location and Screening

- a. Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
- b. No mechanical equipment (including power, telephone, traffic control, etc.) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and

walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD.

- c. All roof-top equipment shall be painted to match the roof to further screen from above.

AUTHORITY: Land Use Code 20.20.525, 20.20.650, 20.25A.130
REVIEWER: Mark Brennan, Land Use Division

26. Garage Exhaust

Provide certification by a noise consultant or mechanical engineer that the noise from the exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system will not adversely affect pedestrian comfort.

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145
REVIEWER: Mark Brennan, Land Use Division

27. Commercial Venting

To further protect the environment, the applicant shall be required to direct all venting away from pedestrian areas and gathering spaces either to the roof or non-gathering space locations.

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Mark Brennan, Land Use Division

28. Street Level Glazing

To ensure visibility from the public sidewalk into the active use spaces on 106th Avenue NE and NE 4th Street as identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.30F.145, 20.25A.170
REVIEWER: Mark Brennan, Land Use Division

29. Certification by Noise Consultant

The applicant shall provide certification by a certified noise consultant that the noise from mechanical exhaust fans will not exceed 60 dBA anywhere along public sidewalks or other public spaces prior to the issuance of any mechanical permits.

AUTHORITY: Bellevue City Code 9.18
REVIEWER: Mark Brennan, Land Use Division

30. Exterior Lighting

In order to mitigate potential impacts to adjacent properties, all exterior building lighting shall include cut-off shields to prevent spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable.

AUTHORITY: Land Use Code 20.25A.160, 20.25A.180

REVIEWER: Mark Brennan, Land Use Division

31. Fire Review Conditions

The Bellevue Fire Department Fire Prevention Division has reviewed the submittal in accordance with the 2018 International Fire Code, 2018 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon, and limited to, the information presented on drawings and/or materials received in our office. The Fire Department can approve the application, subject to the following conditions:

- 1) The building will require the installation of fire sprinklers to be designed per NFPA 13.
AUTHORITY: **IFC 903.2 & 903.3.1.1**
- 2) Provide one Fire Department Connections at approved locations within 100 feet of a fire hydrant for each tower.
AUTHORITY: **IFC 912.2, 2016 NFPA 14 - 6.4.5.4**
- 3) No portion of a structure shall exceed 400 feet from a fire hydrant (Measured by path of fire hose lay) or a new hydrant(s) shall be shown on the plans and installed prior to combustible construction and shall meet the requirements for fire-flow as indicated in Appendix B and C of the IFC. Hydrants shall be 5 ¼" M.V.O. Hydrant with 2-2 ½ N.S.T. and 1-4" Pumper Ports, City of Seattle Standard Thread – M.J. Inlet with lugs, brass to brass sub-seat. Where streets are provided with median dividers that cannot be crossed by fire fighters pulling hose lines, or where arterial streets are provided with four or more traffic lanes and have a traffic count of more than 30,000 vehicles per day, hydrant spacing shall average 500 feet on each side of the street and be arranged on an alternating basis.
AUTHORITY: **IFC 507 & Appendix B and C.**
- 4) No portion of structures shall exceed 150 feet from an approved access roadway. Where a fire apparatus access roadway is required, a minimum of 20'-0" clear width and 13' 6" vertical clearance shall be provided. All private access roadways exceeding 150 feet in length shall be designed and constructed with an approved turnaround area per City Engineering standards, a maximum grade of 15% and a traffic index of 4.5, or as otherwise approved by the Fire Department.
AUTHORITY: **IFC 503**
- 5) A fire alarm system installed in accordance with the International Fire Code and NFPA 72 is required.
AUTHORITY: **IFC 907**
- 6) The building shall be protected by an automatic standpipe system.
AUTHORITY: **IFC 905**
- 7) The building shall have an Emergency Responder Radio system.
AUTHORITY: **IFC 510**

- 8) A key-box access system shall be provided in accordance with the International Fire Code. The location and type shall be approved by the Fire department.

AUTHORITY: **IFC 506**

- 9) The owner shall designate a person to be the fire prevention program superintendent who shall be responsible for the fire prevention program and ensure that it is carried out through completion of the project. The fire prevention program superintendent shall have the authority to enforce the provisions of this chapter and other provisions as necessary to secure the intent of this chapter. Where guard service is provided, the superintendent shall be responsible for the guard service. This person will regularly report his findings and observations to the Fire Inspector.

AUTHORITY: **IFC 3308**

- 10) Commercial-type cooking equipment shall be protected by an approved automatic extinguishing system. A permit for the installation of the system shall be secured from the Fire Prevention Division prior to work commencing.

AUTHORITY: **IFC 904**

- 11) Demolition and construction shall conform to the requirements of **International Fire Code Chapter 33**.

AUTHORITY: See applicable sections of IFC and NFPA, above

REVIEWER: Derek Landis, Fire Prevention

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the any Certificate of Occupancy:

32. Street Frontage Improvements

All street frontage improvements, NE 9th Place improvements, and other required transportation elements, including streetlight and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing streetlight and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction unless the City requires a delay.

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual Sections and Transportation Department Design Manual Standard Drawings.

REVIEWER: Ryan K. Miller (425) 452-2065

33. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be completed. Any overlays through pedestrian crossings obligate both ramps to be brought into compliance with current ADA standards, per the 2011 PROWAG.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Ryan K. Miller (425) 452-2065

34. Implement the Transportation Management Program

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

AUTHORITY: BCC 14.60.070, 14.60.080
REVIEWER: Ryan K. Miller (425) 452-2065

35. Project Sign Design Package

There are no implied approvals of proposed signage within this Master Development Plan and Design Review approval. The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

The sign package plans, elevations, and/or sketches shall include but are not limited to:

1. Location
2. Illumination
3. Color and Materials
4. Design

Design Review of individual signs and compliance with the approved sign design package AND Bellevue Sign Code will occur through review of each sign permit application.

AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Mark Brennan, Land Use Division

36. Landscape Installation Assurance Device

All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

AUTHORITY: Land Use Code 20.40.490

REVIEWER: Mark Brennan, Land Use Division

37. Landscape Maintenance Assurance Device

The applicant shall file with the Development Services Department an executed landscape maintenance assurance device (Assignment of Savings, Letter of Credit, or Bond) for a one-year period equivalent to 20% of the cost of labor and materials for all of the required landscaping. The assurance device will be released upon inspection by Land Use at the end of the one-year period.

AUTHORITY: Land Use Code 20.40.490

REVIEWER: Mark Brennan, Land Use Division

38. Maintenance Agreement with the City of Bellevue

After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490

REVIEWER: Mark Brennan, Land Use Division

ATTACHMENT A - - SEPA CHECKLIST



Development Services

SEPA Environmental Checklist

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "Not Applicable" or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see [SEPA Checklist Guidance](#) on the Washington State Department of Ecology website.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The city may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Background

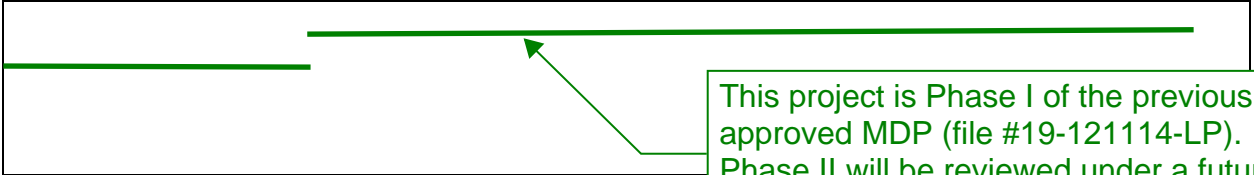
1. Name of proposed project, if applicable _____ ✓
2. Name of applicant _____ ✓
3. Contact person _____ Phone _____ ✓
4. Contact person address _____ ✓
5. Date this checklist was prepared _____ ✓
6. Agency requesting the checklist _____ ✓

Due to impacts caused by the Covid-19 pandemic, the project was put on hold in mid 2020 and the schedule shown has been modified.

7. Proposed timing or schedule (including phasing, if applicable)

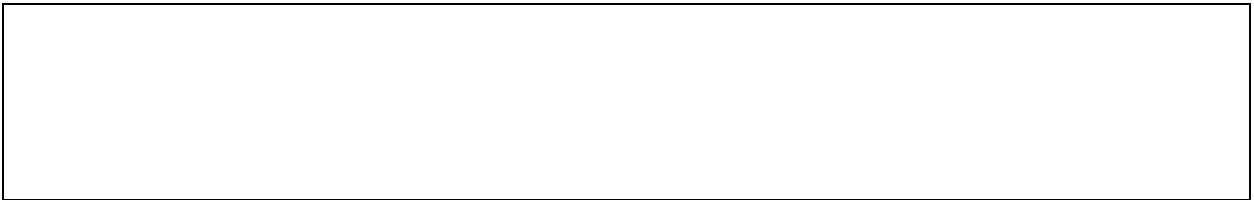


8. Do you have any plans for future additions, expansion or further activity related to or connected with this proposal? If yes, explain.



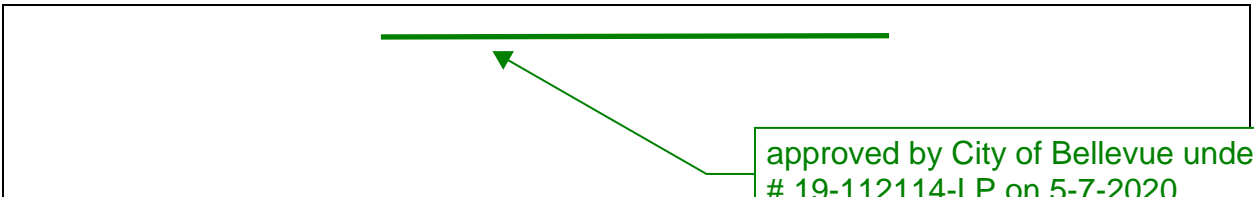
This project is Phase I of the previously approved MDP (file #19-121114-LP). Phase II will be reviewed under a future Design review application.

9. List any environmental information you know about that has been prepared or will be prepared, that is directly related to this proposal. ✓



Geotechnical Report submitted by Pangeo on May 18, 2021.

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.



approved by City of Bellevue under file # 19-112114-LP on 5-7-2020.

11. List any government approvals or permits that will be needed for your proposal, if known. ✓



12. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

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191,311 SF

Two levels

13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and the section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. ✓

Boundary Line Adjustment 19-120948-LW (BLA) recorded on April 9, 2020 KCR
Recording Number 20200409900004

Environmental Elements

Earth

1. General description of the site: ✓

☐ Flat

☐ Rolling

☐ Hilly

☐ Steep Slopes

☐ Mountainous

☐ Other _____

2. What is the steepest slope on the site (approximate percent slope)? _____ ✓

3. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. ✓

4. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. ✓

5. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate the source of the fill.

Two levels

6. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

Erosion control per Clearing and Grading inspection
& BCC 23.76

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? _____ ✓

8. Proposed measures to reduce or control erosion, or other impacts to the earth, if any. ✓

Erosion control per Clearing and Grading inspection
& BCC 23.76

Air

1. What types of emissions to the air would result from the proposal during construction, operation and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. ✓

Construction dust suppression measures per BCC
23.76

2. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. ✓

3. Proposed measures to reduce or control emissions or other impacts to air, if any. ✓

Water

1. Surface Water

- a. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. ✓

- b. Will the project require any work over, in or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. ✓

- c. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of the fill material. ✓

- d. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose and approximate quantities, if known. ✓

- e. Does the proposal lie within a 100-year floodplain? _____
If so, note the location on the site plan. ✓

- f. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. ✓

2. Ground Water

- a. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. ✓

- b. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. ✓

3. Water Runoff (including stormwater)

- a. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. ✓

- b. Could waste materials enter ground or surface waters? If so, generally describe. ✓

- c. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. ✓

Indicate any proposed measures to reduce or control surface, ground and runoff water, and drainage pattern impacts, if any. ✓

Per Utilities Code 24.06 Storm and Surface Water

Plants

1. Check the types of vegetation found on the site: ✓

- ☐ deciduous tree: alder, maple, aspen, other _____
- ☐ evergreen tree: fir, cedar, pine, other _____
- ☐ shrubs
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards or other permanent crops
- ☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other _____
- ☐ water plants: water lily eelgrass, milfoil, other _____
- ☐ other types of vegetation _____

2. What kind and amount of vegetation will be removed or altered? ✓

3. List any threatened and endangered species known to be on or near the site. ✓

4. Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any. ✓

Per Utilities Code 24.06 Storm and Surface Water

5. List all noxious weeds and invasive species known to be on or near the site. ✓

Animals

1. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

Birds: ☐hawk, ☐heron, ☐eagle, ☐songbirds, ☐other _____

Site is within Pacific flyway, which encompasses the entire Puget Sound region.

Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☐other _____

Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☐other _____

2. List any threatened and endangered species known to be on or near the site. ✓

3. Is the site part of a migration route? If so, explain.

Site is within Pacific flyway, which encompasses the entire Puget Sound region.

4. Proposed measures to preserve or enhance wildlife, if any. ✓

5. List any invasive animal species known to be on or near the site. ✓

Energy and Natural Resources

1. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. ✓

2. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. ✓

3. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any. ✓

Environmental Health

1. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe. ✓

- ✓ a. Describe any known or possible contamination at the site from present or past uses.

- ✓ b. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

- ✓ c. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

- ✓ d. Describe special emergency services that might be required.

- ✓ e. Proposed measures to reduce or control environmental health hazards, if any.

Clear & Grade Code BCC 23.76
DOE chapters in WAC

✓ 2. Noise

- a. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

- ✓ b. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?
Indicate what hours noise would come from the site.

Noise Control per
BCC 9.18

- ✓ c. Proposed measures to reduce or control noise impacts, if any.

Conditions of Approval to use noise
suppression techniques throughout
construction.

Land and Shoreline Uses

- ✓ 1. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

- ✓ 2. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

- ✓ a. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling and harvesting? If so, how?

- ✓ 3. Describe any structures on the site.

- ✓ 4. Will any structures be demolished? If so, what?

- ✓ 5. What is the current zoning classification of the site? _____

- ✓ 6. What is the current comprehensive plan designation of the site? _____

- ✓ 7. If applicable, what is the current shoreline master program designation of the site?

- ✓ 8. Has any part of the site been classified as a critical area by the city or county? If so, specify.

- ✓ 9. Approximately how many people would reside or work in the completed project? _____

- ✓ 10. Approximately how many people would the completed project displace? _____

- ✓ 11. Proposed measures to avoid or reduce displacement impacts, if any.

- ✓ 12. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

- ✓ 13. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any.

Housing

- ✓ 1. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

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- ✓ 2. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

- ✓ 3. Proposed measures to reduce or control housing impacts, if any.

Aesthetics

- ✓ 1. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

EIFS panels, stone veneer, vision glass

- ✓ 2. What views in the immediate vicinity would be altered or obstructed?

- ✓ 3. Proposed measures to reduce or control aesthetic impacts, if any

Design Review approval includes compliance with LUC Design Guidelines

Light and Glare

- ✓ 1. What type of light or glare will the proposal produce? What time of day would it mainly occur?

- ✓ 2. Could light or glare from the finished project be a safety hazard or interfere with views?

- ✓ 3. What existing off-site sources of light or glare may affect your proposal?

- ✓ 4. Proposed measures to reduce or control light and glare impacts, if any.

LUC 20.20.522 Light & Glare

Recreation

- ✓ 1. What designated and informal recreational opportunities are in the immediate vicinity?

Ashwood Park

- ✓ 2. Would the proposed project displace any existing recreational uses? If so, describe.

- ✓ 3. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

Historic and Cultural Preservation

- ✓ 1. Are there any buildings, structures or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state or local preservation registers located on or near the site? If so, specifically describe.

- ✓ 2. Are there any landmarks, features or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

- ✓ 3. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

- ✓ 4. Proposed measures to avoid, minimize or compensate for loss, changes to and disturbance to resources. Please include plans for the above and any permits that may be required.

Transportation

- ✓ 1. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

- ✓ 2. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

- ✓ 3. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

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- ✓ 4. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

- ✓ 5. Will the project or proposal use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe.

- ✓ 6. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

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—

Updated Transportation Impact Analysis by TENW dated 9-17-2021.

- ✓ 7. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

- ✓ 8. Proposed measures to reduce or control transportation impacts, if any.

Updated Transportation Impact Analysis by TENW dated 9-17-2021.

Public Service

- ✓ 1. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

- ✓ 2. Proposed measures to reduce or control direct impacts on public services, if any.

Utilities

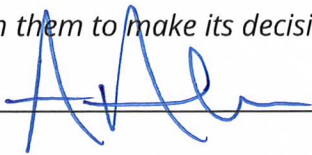
- ✓ 1. Check the utilities currently available at the site:

- ☐ Electricity
- ☐ natural gas
- ☐ water
- ☐ refuse service
- ☐ telephone
- ☐ sanitary sewer
- ☐ septic system
- ☐ other

- ✓ 2. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

✓ Signature 

Name of signee Aaron Converse

Position and Agency/Organization Project Coordinator, Washington Square West Hotel, LLC

Date Submitted 3/9/2020



Non-project Action SEPA Checklist

Supplement to Environmental Checklist

These questions pertain to land use actions that do not involve building and construction projects, but rather pertain to policy changes, such as code amendments and resource actions.

Because the questions are very general, it may be helpful to read them in conjunction with the Environmental Checklist. When answering these questions, be aware of the extent to which the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented.

Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Indicate proposed measures to avoid or reduce such increases.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

Indicate proposed measures to protect or conserve plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

Indicate proposed measures to protect or conserve energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains or prime farmlands?

Indicate proposed measures to protect such resources or to avoid or reduce impacts.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Indicate proposed measures to avoid or reduce shoreline and land use impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Indicate proposed measures to reduce or respond to such demand(s).

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

NOT APPLICABLE

**ATTACHMENT B - - 2020 COMPREHENSIVE PLAN
MATRIX AND 2020 DOWNTOWN DESIGN GUIDELINES**

COMPREHENSIVE PLAN POLICIES - 2020

Comprehensive Plan - Volumes 1 and 2

Provide a written response to each **applicable** Comprehensive Plan Policy.
Refer to Comprehensive Plan for complete wording and requirements at:

<https://planning.bellevuewa.gov/planning/comprehensive-plan/>

VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Housing (HO) Policies	
HO-2: Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.	This project does not provide housing. Hotel is a permitted use.
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	This project will enhance the character of the surrounding areas by providing an attractive building in place of the existing surface parking lot. Exterior materials, detailing, and exterior lighting will be well crafted, and the building will feel at home next to existing and future development.
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	This project provides an exciting new place to stay in the heart of downtown, with a contemporary look and desired services.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a “City in a Park.”	The existing line of trees provided on the north side of the site were planted as a temporary buffer until the site was developed. This project will provide street trees on the north and west sides of the property compliant with City requirements.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.	This project continues and reinforces pedestrian circulation around and through the site. Quality level will be harmonious with adjacent development. Efforts have been made to minimize vehicular traffic impacts on the surrounding neighborhood with the thoughtful location of drop-off and parking access.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	This project is not a high-rise, but will have a defined “top” to the building, which will provide scale and interesting views from the surrounding areas.

UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	Building scale has been minimized – this project is much smaller than what could be built per zoning limits. This will provide a harmonious change in scale compared to the project’s neighbors. A two-lane drive-through has been provided to minimize vehicular traffic impacts on NE 9th Place from hotel guests. Building scale will minimize blocking of views from adjacent developments.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	Pedestrian circulation and adjacent planting are provided, with new sidewalks and overhead weather protection along 106 th Ave NE. Pedestrian connections are provided to all adjacent development. A two-lane drive-through has been provided to separate auto loading activity from pedestrian path.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	The first floor streetscape on the north and west sides of the building will have a high degree of glazing and transparency, providing views into the public Lobby featuring custom artwork.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	This project fills the site out to the existing sidewalks, which will be rebuilt to comply with City requirements.
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development’s surroundings.	The Applicant’s goal is to provide a beautiful, high-quality project that exemplifies the goals of this plan. High-quality materials are proposed, in particular at the base of the building, which will feature stone on the first two levels.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	This project provides a wide cantilevered overhang above most of the two-lane drop-off area. This unique building treatment will provide weather protection during all seasons, is a wayfinding device for the community, and will become an amenity to be used for the neighborhood.
UD-25: Ensure that site and building design relates and connects from site to site.	This project reinforces the design goals for Downtown, providing an urban solution that prioritizes pedestrian experience down low, and visual interest up high.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	This project will use high-quality materials with a variety of colors, finishes, and textures, including natural materials such as wood and stone.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The third-floor overhang we are providing along the north side creates a neighborhood “front porch” for the use of guests and others. The project also holds the building back from the NE corner of the site and proposes a landscaped planter and paved area for use by hotel guests and passers-by.
UD-28: Encourage private and public developers to integrate art into the	The first floor streetscape on the north and west sides of the building will have a high degree of glazing and transparency, providing views into the public Lobby featuring custom artwork.

design of the public areas of their projects.	
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The top floor of the hotel has been raised to run necessary ductwork underneath the roof. All major pieces of equipment on the roof will be provided with louvered enclosures on all sides (including the top).
UD-31: Utilize greenroofs and walls where they enhance the character of Bellevue as a “City in a Park” and soften the visual impact of development.	Green roof landscaping will be provided at the top of the building, as well as at the base of the interior courtyard for the enjoyment of guests. The green roof on the top of the building will also be visible from adjacent developments and be a pleasing “fifth façade.”
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	Walls that do not provide detail by means of articulation or glazing will be provided with material and finish treatments that provide scale and interest. All walls visible from public rights-of-way provide significant glazing. Back of house activities are primarily confined to NE 9th Place, a private road.
UD-33: Encourage public and private development to incorporate access to sunlight.	Streets along the east and west side of the site provide solar access to the building. An internal courtyard is provided on the guestroom levels to provide solar access. The building’s low height compared to its zoned limit preserves solar access to adjacent sites.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	Pedestrian areas are adjacent to streets which provide solar access. Overhead weather protection is provided on the north and west sides of the building.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	Recessed area along the north side of the building will have a hardscape finish, and will be detailed so that movement from the sidewalks towards the front door will be apparent.
UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.	All provided parking will be located below-grade. A loading dock is provided on the east side of the building, but will be screened with a roll-up door and is set back from the sidewalk to provide pedestrian separation and sight lines.
UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.	Paved surfaces are used at the north building setback due to the volume and flow of pedestrian traffic. Porous treatment would be less durable, and of little benefit as the paving area is covered by the building overhang and canopies above.

UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	Exterior materials will not be highly reflective. A single punched window for each guestroom provides a minimal amount of glazing compared to adjacent development.
UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.	The building fills the site, but the covered area along the north side will provide outdoor space that has minimal exposure to wind impacts. Wind impacts will also be mitigated by the large canopies proposed on the north and west sides of the building.
UD-41: Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.	This building will cover the entirety of the site. A bioretention planter is provided along the west wide of the south property line as part of the stormwater management system.
UD-42: Use low impact development principles early in the site design and development process.	This building will cover the entirety of the site. A bioretention planter is provided along the west wide of the south property line as part of the stormwater management system.
<u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u>	
UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.	The building is designed to complement and fit into the urban character of its location, by using high quality materials, appropriate glazing, and pedestrian-friendly design.
UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.	The building extends to the sidewalks, and is designed to complement and fit into the urban character of its location, by using high quality materials, appropriate glazing, and pedestrian-friendly design.
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	This building will cover the entirety of the site, and provides improvements along the existing pedestrian network that connects to transit and the future light rail.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	The building is designed to complement and fit into the urban character of its location, by using high quality materials, appropriate glazing, and pedestrian-friendly design. Landscaping is provided along west and north sidewalks, and a bioretention planter is provided at the southwest corner.

UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.	Active use space is located along the entirety of the site's only public right-of-way, 106 th Ave NE.
UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.	Signage will be provided both high and low on the building. A cohesive signage plan is in the ADR plan set.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	This building will cover the entirety of the site, and provides improvements along the existing pedestrian network that connects to transit. Building is up against build-to line on 106 th , except for the portion along the north plaza. This development will also widen and improve sidewalks along 106 th to meet code standards.
<u>SIGNS and WAYFINDING</u>	
UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.	Signage will be provided both high and low on the building, and will incorporate lighting and a design that complements the building design.
<u>VEGETATION and LANDSCAPING</u>	
UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	Appropriate local trees and landscaping will be provided along the west and north sidewalks and at bioretention planter.
<u>PUBLIC SPACE</u>	
UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	Although this project fills the site, the north side has a protected outdoor space that features a landscaped planter and can be used by passers-by.
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	The project contains no required public spaces.

UD-60: Incorporate weather protected areas into major public places.	Overhead protection is provided over the sidewalk along the 106th Avenue NE public right-of-way on the west side of the building.
UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.	This building fills the entire site and is in a highly urban context, not adjacent to low-rise residential development
<u>SIDEWALKS, WALKWAYS, and TRAILS</u>	
UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.	North side of the building will be programmed with seating, landscaping, and lighting at main entrance. Sidewalk enhancements will be provided as required by the City.
<u>STREET CORRIDORS</u>	
UD-73: Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)	This site is not located adjacent to any of these enhanced intersection locations.
UD-74: Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)	This site is not located adjacent to any of these enhanced intersection locations.

<u>VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
DOWNTOWN (SD-T) POLICIES	
POLICYS-DT-1.	

Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	Hotel use provides a needed amenity for residents and guests to the City, and provides a base to explore all the other amenities of the City.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	The building is designed to complement and fit into the urban character of its location, by using high quality materials, appropriate glazing, and pedestrian-friendly design.
POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	This project scale does not have adverse impacts on adjacent residential neighborhoods.
POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	Pedestrian circulation and adjacent planting are provided with new sidewalks and overhead weather protection along 106 th Ave NE. A drive-through has been provided to separate auto loading activity from pedestrian path, with distinctive paving patterns. Appropriate local trees and landscaping are provided along the west and north sidewalks. North side of the building has a landscaped planter with seating wall, and pedestrian-scaled lighting is provided on all sides, with decorative lighting at the main entrance. Bicycle parking provided at northeast side of the site.
<u>GATEWAYS AND WAYFINDING</u>	
POLICY S-DT-48: Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.	Building has been carved back on the first two floors at the northwest corner to welcome pedestrian traffic at this important corner, which is the “gateway” to the site. The setback provides additional relief and amenity to the pedestrian streetscape experience, as well as weather protection, and a unique, distinctive appearance.
<u>DOWNTOWN DISTRICTS</u>	Review the District-Specific Policies applicable to your Proposal and list the below as appropriate.
General	
Northwest Village	
City Center North	S-DT-65. Encourage the development of high-rise housing along NE 10th Street within this district. Not applicable S-DT-67. Develop a soft or hard open space amenity in the vicinity of 106th Avenue NNE and NE 10th Street. Not applicable for this small site
Ashwood	
Eastside Center District	
Old Bellevue	

City Center South	
East Main	
Eastside Center District	
<u>EDGES AND TRANSITIONS</u>	
Perimeter Areas	
POLICY-DT-124: Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.	Though our site is not located in a Perimeter Area, we use a variety of the described treatments to transition from our site to those adjacent, such as landscaping and sidewalk improvements on the north and west sides.

2020 DOWNTOWN DESIGN GUIDELINES

Permit # 20-104855-LD

Provide a written response to each Standard/Guideline.

Refer to Land Use Code (LUC) for complete wording and requirements at:

<http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html>

LUC GUIDELINE

NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET

LUC 20.25A.150 - CONTEXT

Relationship to Height and Form of Other Development – LUC 20.25A.150.A

Guidelines

- a. Architectural elements enhance area's overall character
- b. Locate building away from lower intensity land use districts
- c. Minimize off-site impacts
- d. Incorporate architectural elements proportionate to size of building
- e. Use forms, proportions, etc. that are suggested by and complement adjacent buildings.

Response: The hotel building fills the entire site, but its size is smaller scale and lower density than adjacent development, and will have no adverse off-site impact. The building will serve as a transition to the lower density zoning to the north. The faceted forms of adjacent condo towers are reflected in the faceted design forms of the upper floors of the building. Detailing is provided that uses high-quality materials in an appropriate and proportional manner.

Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B

Guidelines

- a. Preserve & maximize solar access
- b. Enhance user's experience of adjacent public open space

Response: The east and west edges of the site front a right-of-way, providing solar access. An internal courtyard is also provided at the third level to provide solar access to inward-facing guestrooms. There is no adjacent public open space. Further, the low height of the building compared to its neighbors and what the zoning allows preserves solar access around the site.

Relationship to Transportation Elements – LUC 20.25A.150.C

Guidelines

- a. Create logical connections
- b. Coordinate service and parking access

Response: The hotel building fills the entire site, but adjacent sidewalks on the north, east, and west sides of the site are being replaced with code-compliant ADA features, providing connections to other transportation elements. Parking access is located from an internal two-lane drive area to minimize traffic on NE 9th Place. A pull-in area along the building's frontage also separates guest drop-off activities from the pedestrian route.

Emphasize Gateways – LUC 20.25A.150.D

Guideline

- a. Use architectural & landscape elements to emphasize gateways

Response: Building has been carved back on the first two floors at the northwest corner to welcome pedestrian traffic at this important corner, which is the "gateway" to the site. The setback provides additional relief and amenity to the pedestrian streetscape experience, as well as weather protection.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view b. Maximize sunlight and sky view in adjacent developments/streetscape c. Minimize size of shadows & length of time cast on pedestrians
<p>Response: <i>The project's building height is a small portion of the site's development potential. By providing a project under high-rise designation at this urban location, sunlight and views are preserved for adjacent development, and shadows are minimized on adjacent sidewalks.</i></p>
LUC 20.25A.160 - SITE ORGANIZATION
On-Site Circulation – LUC 20.25A.160.B
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> a. Site Circulation for Servicing & Parking b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands c. Pedestrian & Cycling Connections
<p>Response: <i>The hotel building fills the entire site, but the lower two floors on the north side have been carved back to provide a covered outdoor drop-off area. This covered area provides pedestrian circulation to the main entrance of the hotel, and a location for guest loading and drop-off. Parking is handled by 24-hour valet service, who access the parking directly from the dropoff area, without having to get back on NE 9th Place. Valet service ensures that the off-street drop-off area will not get clogged up or allow vehicles to backup into the street and intersection. Bicycle parking is located on the east side of the covered area, within sight of the front entry and the sidewalk along 106th.</i></p>
Building Entrances – LUC 20.25A.160.C
<p><i>Guideline</i></p> <ul style="list-style-type: none"> a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.
<p>Response: <i>The hotel entry is located on the north side of the building, and is apparent from the main public sidewalk along 106th on the west side of the building. The extra-large canopy over the drop-off area as well as the landscaping and small courtyard space at the NE corner of the site all serve as wayfinding devices to ensure the primary entry is visible.</i></p>
Through-Block Connections – LUC 20.25A.160.C
<p><i>Standards</i></p> <ul style="list-style-type: none"> a. Location b. Proportionate Share c. Hours d. Legal Agreement e. Signage
<p>Response: <i>No through-block connection is required or provided for this small site. There is an existing through-block connection along NE 9th Place to the north of the site that will remain.</i></p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> a. Form logical routes b. Offer diversity in activities & pedestrian amenities c. Incorporate design elements to identify through-block pedestrian connection as public space d. Accentuate & enhance access to through-block pedestrian connection e. Identify the connection as public space f. Provide pedestrian-scaled lighting

- g. Provide high-quality design & materials
- h. Provide landscape to define/animate the space
- i. Incorporate trees & landscaping to provide enclosure & soften
- j. Use artistic elements & water features
- k. Provide ADA access
- l. Provide weather protection
- m. Develop as walkway or a combination walkway & vehicular lane
- n. Incorporate decorative lighting/seating areas
- o. Be visible from surrounding spaces & uses

Response: No through-block connection is required or provided for this small site. There is an existing through-block connection along NE 9th Place to the north of the site that will remain.

Open Space – LUC 20.25A.160.E

Guidelines

- a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space
- b. Orient gathering places & walkways toward parks & open space
- c. Include elements that engage the natural environment
- d. Locate building to take advantage of adjacent open spaces
- e. Create attractive views & focal points
- f. Use open space to provide through-block pedestrian connections
- g. Encourage year-round use
- h. Define and animate the edges of public open space
- i. Provide ADA access
- j. Provide weather protection
- k. Use artistic elements & water features
- l. Use high quality, function, & environmentally sustainable design element
- m. Maximize safety and comfort
- n. Provide electrical hookups & areas for staging events
- o. Avoid vehicular activities in open space
- p. Employ decorative lighting

Response: The hotel building fills the entire site, but the lower two floors on the north side have been carved back to provide a covered outdoor drop-off area. Though this is not required “public open space”, this covered area provides pedestrian circulation to the main entrance of the hotel, a location for guest loading, and contributes positively to the streetscape environment.

Guidelines

- a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space
- b. Orient gathering places & walkways toward parks & open space
- c. Include elements that engage the natural environment
- d. Locate building to take advantage of adjacent open spaces
- e. Create attractive views & focal points
- f. Use open space to provide through-block pedestrian connections
- g. Encourage year-round use
- h. Define and animate the edges of public open space
- i. Provide ADA access
- j. Provide weather protection
- k. Use artistic elements & water features
- l. Use high quality, function, & environmentally sustainable design element
- m. Maximize safety and comfort
- n. Provide electrical hookups & areas for staging events
- o. Avoid vehicular activities in open space
- p. Employ decorative lighting

Response: Public open space is not required or provided for this small site.

LUC 20.25A.170 - STREETScape AND PUBLIC REALM
Streetscapes – LUC 20.25A.170.A
1. Define the Pedestrian Environment
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Provide sense of enclosure & comfortable/continuous street edge ii. Provide transparent windows iii. Create visual interest on walls iv. Provide varied pedestrian experience on facades v. Provide weather protection. vi. Signs & lighting should complement pedestrian scale vii. Building edges shall maintain visual & physical connections to the sidewalk
<p>Response: The west edge of the site, along 106th Ave NE is the only streetscape adjacent to a public right-of-way. The hotel building has been placed up against the back-of-sidewalk as directed by the LUC. High-quality materials such as stone and aluminum storefront glazing have been used. At the north side of the property, the sidewalk opens up to a covered drop off area. See Sheet ADR 23 for calculation of transparency, points of interest detail, and weather protection.</p>
2. Protect Pedestrians from the Elements
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Provide weather protection ii. Weather protection shall be integral component of façade iii. Weather protection shall be in proportion to building & sidewalk iv. Weather protection shall provide sense of enclosure for pedestrians v. Use durable materials vi. Awnings & marquees coordinated with building design vii. Minimum height of awnings & marquees viii. Maximum height of awnings & marquees ix. Pavement below weather protection to provide drainage x. Weather protection to have horizontal orientation xi. Weather protection to follow pattern of storefronts
<p>Response: 100% weather protection is provided along the west edge of our site, along 106th Ave NE, the only streetscape adjacent to a public right-of-way. The entire sidewalk is protected by a 10' deep, solid canopy. Canopy is made of metal C-section perimeter and infilled with metal panels. Attachment method to the building is bolted, so that canopy is removable if needed. See Sheet ADR 23 for calculations and dimensions.</p>
3. Create a Variety of Outdoor Spaces
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous; ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities; iii. Provide courtyards, squares, and plazas to enhance adjacent ground floor uses; iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space; v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest; vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events; vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and viii. Provide pedestrian walkways and courtyards in residential or office development areas.
<p>Response: The hotel building fills the entire site, but the lower two floors on the north side have been carved back to provide a covered outdoor drop-off area. This covered area provides pedestrian circulation, planters, and seating opportunities for people. Distinctive paving patterns delineate pedestrian versus automobile areas.</p>

<p>4. Provide Places for Stopping and Viewing</p> <p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls; ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors; iii. Provide seating adjacent to sidewalks and pedestrian walkways; iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards; v. Create a sense of separation from vehicular traffic; and vi. Provide comfortable and inviting places where people can stop to sit, rest and visit. <p>Response: At the northwest corner of the north side drop off, a large, oval landscape planter with seating around it has been provided. This location is adjacent to the west and north sidewalks, and provides an inviting resting and waiting place for pedestrians and hotel guests.</p>
<p>5. Integrate Artistic Elements</p> <p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Use art to provide a conceptual framework to organize <u>open spaces</u> including <u>plazas</u>, <u>open spaces</u>, <u>setbacks</u>, and <u>streetscapes</u>; ii. Use art to mark entryways, corners, gateways and view termini; iii. Integrate art into <u>building</u> elements, including but not limited to: <u>façades</u>, <u>canopies</u>, <u>lighting</u>, etc.; iv. Designate a location for the artwork that activates the <u>public realm</u> and is in scale with its location; and v. Use materials and methods that will withstand public use and weathering if sited outdoors. <p>Response: Art will be provided within the Lobby space of the hotel. Large glazed storefront along the north and west sides of the building provides views into the Lobby and the artwork. Points of interest and artistic building elements have also been incorporated into the building's façade.</p>
<p>6. Orient Lighting toward Sidewalks & Public Spaces</p> <p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. <u>Pedestrian-scaled</u> lighting should be provided along pedestrian <u>walkways</u> and public <u>open spaces</u>; ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character; iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape; iv. Lighting may also be used to highlight trees and similar features within public and private <u>plazas</u>, courtyards, <u>walkways</u>, and other similar outdoor areas and to create an inviting and safe ambiance; v. Use lighting to highlight <u>landscape areas</u>; vi. Integrate and conceal fixtures into the design of <u>buildings</u> or landscape walls, handrails, and stairways; vii. Install foot lighting that illuminates <u>walkways</u> and stairs; viii. Use energy-efficient lighting, such as LED; ix. Direct bollard lighting downward toward walking surfaces; x. Provide festive lighting along signature streets on <u>buildings</u> and trees; and xi. Decorative lighting may be used in <u>open spaces</u> to make the area more welcoming. xii. <p>Response: Pedestrian-scaled light sconces are provided on the face of the building at the first floor on all four sides. Additionally, because the building operates 24 hours a day, 7 days a week, light will come through the storefront glazing onto the adjacent sidewalks. Downlighting is provided at the covered drop-off area. Aesthetic accent lighting is provided above the main hotel entry.</p>
<p>7. Orient Hanging and Blade Signs to Pedestrians</p> <p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. <u>Signs</u> should not overwhelm the streetscape. They should be compatible with and complement the <u>building's</u> architecture, including its awnings, canopies, lighting, and street furniture; ii. <u>Sign</u> lighting should be integrated into the façade of the <u>building</u>; iii. <u>Signs</u> should be constructed of high-quality materials and finishes; iv. <u>Signs</u> should be attached to the <u>building</u> in a durable fashion; and v. <u>Signs</u> should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Response: Signage will be minimal along the streetscape as there is a singular use onsite. There will be building-mounted signage near the main entry doors, and canopy mounted signage at the north entry drive. All other signage is up high on the building. All signage will be of high-quality materials and finishes.

8. Build Compatible Parking Structures

Standards & Guidelines

- i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:
 - (1) 114th Ave NE;
 - (2) Through-block [pedestrian connections](#);
 - (3) Main Street between 112th Ave NE and 114th Ave NE;
 - (4) NE 2nd Street between 112th Ave NE and 114th Ave NE;
 - (5) NE 4th Street between 112th Ave NE and 114th Ave NE; and
 - (6) NE 6th Street between 112th Ave NE and 114th Ave NE;
- ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;
- iii. On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block [pedestrian connections](#) above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;
- iv. Openings shall be provided adjacent to [interior property lines](#) to avoid blank walls and shall be glazed to function as windows;
- v. Parking garage floors shall be horizontal to accommodate adaptive reuse;
- vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;
- vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;
- viii. Design shall include vertical expression of [building structure](#) that provides continuity with the surrounding [development](#);
- ix. Profiles of parking [structure](#) floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential [buildings](#);
- x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;
- xi. Sill heights and parapets shall be sufficient to screen view of automobiles;
- xii. Rhythm and spacing of openings should reflect a typical commercial or residential [development](#); and
- xiii. Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International [Building](#) Code Section 406.5.2, as amended by the Bellevue [Building](#) Code, whichever is greater, to ensure the natural ventilation of the garage.

Response: All on-site parking is provided below grade. 24-hour valet service will be provided for guest convenience. Shared offsite parking will also be utilized.

Right-of-Way (ROW) Designations – LUC 20.25A.170.B

1. Pedestrian Corridor/High Streets – “A” ROW

Standards & Guidelines

- i. [Transparency](#): 75 percent minimum;
- ii. [Weather Protection](#): 75 percent minimum, six feet deep. When a [building](#) is adjacent to two or more rights-of-way, [weather protection](#) shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection [A.2](#) of this section for more guidelines on [weather protection](#);
- iii. Points of Interest. Every 30 linear feet of the façade, maximum;
- iv. Vehicular Parking. No surface parking or [vehicle](#) access shall be allowed directly between [sidewalk](#) and main pedestrian entrance; and
- v. One hundred percent of the [street wall](#) abutting the [build-to line](#) shall incorporate [Active Uses](#).

Response: Does not apply – 106th Ave NE is type “B”. NE 9th Place is a private road.

2. Commercial Streets – “B” ROW
<p><i>Standards & Guidelines</i></p> <ul style="list-style-type: none"> i. Transparency: 75 percent minimum; ii. Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest: Every 60 linear feet of the façade, maximum; iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and v. One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.
<p>Response: Along 106th Ave NE, continuous glazing and weather protection is provided. The hotel building is continuously at the back of sidewalk, and no below-grade parking is visible. Point of interest every 30’ provided in storefront system and stone pilasters. One hundred percent of the street wall on 106th is in active use; this area is envisioned to be a restaurant and bar.</p>
3. Mixed Streets – “C” ROW
<p><i>Standards & Guidelines</i></p> <ul style="list-style-type: none"> i. Transparency. 75 percent; ii. Weather Protection: 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest. Every 75 linear feet of façade, maximum; iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and v. Fifty percent of street wall shall incorporate Active Uses or Service Uses.
<p>Response: Does not apply.</p>
4. Neighborhood Streets – “D” ROW
<p><i>Standards & Guidelines</i></p> <ul style="list-style-type: none"> i. Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade; ii. Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest. Every 90 linear feet of façade, maximum; and iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.
<p>Response: Does not apply.</p>
5. Perimeter Streets – “E” ROW
<p><i>Standards & Guidelines</i></p> <ul style="list-style-type: none"> i. Transparency. Blank walls and inactive uses may occupy 25 percent of the façade; ii. Weather Protection. At entries; iii. Points of Interest. Every 90 linear feet of façade, maximum; and iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.
<p>Response: Does not apply.</p>

Alleys with Addresses – LUC 20.25A.170.C
<p><i>Standards</i></p> <ul style="list-style-type: none"> a. <i>At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor/High Streets – “A” rights-of-way found in subsection B of this section.</i> b. <i>Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths.</i> c. <i>Alleys with addresses shall be open to the public 24 hours a day and seven days a week. Signs shall be posted in clear view stating the Alley with an Address is open to the public during these hours.</i> d. <i>Each tenant space shall have an exterior entrance facing the alley and be addressed off the alley.</i>
Response: Does not apply. No “alleys with addresses” proposed.
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> a. <i>Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.</i> b. <i>An Alley with an Address may be covered in some areas but should not be predominantly enclosed.</i> c. <i>Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the alley as a public space. Access through the site should form a clear circulation logic with the street grid.</i> d. <i>Wayfinding, signage, symbols, and lighting should identify the alley as a public space.</i> e. <i>Design of the ground-level and upper-level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.</i> f. <i>Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls.</i> g. <i>Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.</i> h. <i>Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.</i> i. <i>Alley design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.</i> j. <i>Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.</i>
Response: Does not apply.
Upper-Level Active Uses – LUC 20.25A.170.D
<p><i>Standards</i></p> <ul style="list-style-type: none"> a. <i>Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level active uses.</i> b. <i>Each tenant space shall have an exterior entrance.</i> c. <i>Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for Pedestrian Corridor/High Streets – “A” rights-of-way found in subsection B.1 of this section.</i> d. <i>Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.</i>
Response: Does not apply. No “upper-level active uses” proposed.
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> a. <i>Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.</i> b. <i>Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.</i> c. <i>Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.</i>
Response: Does not apply.

LUC 20.25A.180 - BUILDING DESIGN
Overall Building Design – LUC 20.25A.180.B
1. Encourage High-Quality Materials
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability; ii. It should be apparent that the materials have substance and mass, and are not artificial, thin “stage sets” applied only to the building’s surface; iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.
<p>Response: <i>High-quality materials are proposed. The building’s base uses a combination of stone, wood, and glazing. The upper levels use the same wood and glazing elements, but includes an E.I.F.S. (a drainable, water-managed exterior insulated finishing system) finish to create a lighter, contrasting effect. Colors are natural and minimal, adhering to our intended Nordic design aesthetic – natural stone, black, white, and wood tones. These materials are used throughout the building in a way that suggests permanence and timeliness. The stone base anchors the building, and the wood accents provide accent and detail.</i></p>
2. Provide Interesting Building Massing
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale; ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian; iii. Reduce the scale of elevations both horizontally and vertically; iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and v. Design should feature vertical articulation of windows, columns, and bays.
<p>Response: <i>The building’s design response is in direct consideration of the pedestrian experience. The decision to provide the covered drop-off area on the north, and to clad the base mostly in stone was to upgrade the pedestrian experience. Subtle elements like horizontal glazing mullions are used to provide human scale – on the first floor, there are multiple horizontal mullions providing individual panes of smaller-sized glazing. At the second floor there is one horizontal mullion, and at the upper-levels there are none. The upper levels are further articulated by variations of materials, subtle angles to the walls that provide pockets for lighting at night, and vertical “fin” accent elements. The material changes on the upper levels do not run vertically all the way to the top of the building – horizontal soffit elements are provided at strategic areas to define a distinctive top for the building.</i></p>
Connected Floor Plates – LUC 20.25A.180.C
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and b. The connection should appear to be distinct from the adjacent masses.
<p>Response: <i>The building’s floorplates are below the code’s minimum and are not connected. Nonetheless, this small site does not lend itself to needing to break up the elevations into smaller pieces, as a larger building might. This project uses appropriate detail and scale, along with a developed size much smaller than zoning allows, to ensure that the building is not overwhelming.</i></p>
Building Base (Podium) – LUC 20.25A.180.D
2. Articulate Building Base
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

<ul style="list-style-type: none"> ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.
<p>Response: The visual base of the building is two floors tall. Stone, wood, and glazing materials provide substance and visual interest. Horizontal canopies at the north and west sides provide weather protection and scale. The main entry on the north side is highlighted by the gap in the canopy, while still protected from the elements by the overhang of the building above. The hotel building will be high-quality and fit into the neighborhood.</p>
<p>3. Provide Clear, Unobstructed views/ground floor uses</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Transparent windows should be provided on façades facing streets, parks, and open spaces; ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls; iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.
<p>Response: Streetscapes along the north and west side of the building are highly glazed, providing views into and out of the Active Use, which will operate 24/7. There are no interior walls restricting views to this area.</p>
<p>4. Design Inviting Retail & Commercial Entries</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street; ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth; iii. Building lighting should emphasize entrances; iv. Provide transom, side lights, or other combinations of transparency to create visual interest; v. Provide double or multiple door entries; and vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.
<p>Response: The hotel entry on the north side of the building is highlighted by the gap in the canopy, wall signage, accent lighting, and a double-wide glazed automatic door with sidelights.</p>
<p>5. Encourage Retail Corner Entries</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged; ii. Locate primary building entrance at the corner; iii. Use weather protection, special paving, and lighting, to emphasize corner entry; iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and v. Use doors with areas of transparency and adjacent windows.
<p>Response: Does not apply. No retail uses are proposed.</p>
<p>6. Encourage Inviting Ground Floor Retail & Commercial Windows</p>
<p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out; ii. Use clear window glazing; iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity; iv. Install transom windows or other glazing combinations that promote visual interest.

Response: Unobstructed, clear, transparent glazing is provided along the west and north sides, with a variety of mullion patterns for visual interest.	
7. Provide Multiple Entrances	
Guideline Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.	
Response: To provide security and to direct flow through the hotel lobby, only one main pedestrian entrance is provided. Elements of building design are used to contribute variety, such as the “points of interest” along 106th.	
8. Integrate Building Lighting	
Guidelines i. Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building; ii. Lighting should not cast glare into residential units or onto adjacent development of streets; iii. Use accent lighting for architectural features; iv. Provide pedestrian-oriented lighting features; v. Integrate lighting within the landscape; and vi. Provide dimmable exterior lighting.	
Response: Pedestrian-scaled light sconces are provided on the face of the building at the first floor on all four sides. Additionally, because the building operates 24 hours a day, 7 days a week, light will come through the storefront glazing onto the adjacent sidewalks. Downlighting is provided at the covered drop-off area. Aesthetic accent lighting is provided above the main hotel entry. Reveals in the upper floors of the hotel tower will have accent lighting. All exterior lighting will be dimmable.	
Building Middle (Tower)– LUC 20.25A.180.E	
1. Tower Placement	
Guidelines i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm; ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties. iii.	
Response: The hotel building fills the entirety of the small site. Detailing is provided at the upper levels to make sure it does not feel imposing. The building is below the height considered a “tower” by the LUC.	
2. Maximize Energy Efficiency	
Guidelines i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized; ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance; iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level. v.	
Response: An internal courtyard has been provided at level 3 and continuing to the top of the building to provide daylight to all internal-facing guestrooms. Energy efficient windows and exterior building insulation will be used to ensure compliance with energy codes.	

3. Design Tower to Provide Visual Interest & Articulation
<p>Guidelines</p> <ul style="list-style-type: none"> i. Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and ii. Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.
<p>Response: <i>The building is below the height considered a “tower” by the LUC. Nonetheless, the upper levels are articulated by variations of materials – each facade has an interplay of white E.I.F.S. and wood-tone accents. These material changes occur at articulation points in the building to provide depth. Subtle angles to the tower walls provide pockets for lighting at night. Vertical aluminum “fin” accent elements break up large planes.</i></p>
4. Promote Visually Interesting Upper Floor Residential Windows
<p>b. Guidelines</p> <ul style="list-style-type: none"> i. The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows; ii. Windows should be residential in character; iii. Windows should be operable; and iv. Windows should have trim round framed openings and be recessed from the building façade, not flush.
<p>Response: <i>A vertical mullion is provided at upper-level windows to provide proportion and scale.</i></p>
Top – LUC 20.25A.180.F
1. Create Attractive Building Silhouettes & Rooflines
<p>b. Guidelines</p> <ul style="list-style-type: none"> i. Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline; ii. Include towers or similar vertical architectural expressions of important building functions such as entries; iii. Vary roof line heights; and iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.
<p>Response: <i>The hotel building will be dwarfed by adjacent developments and will not contribute to the overall City skyline, but design efforts have been made to provide a distinct “top” to the building. The material changes on the upper levels do not run vertically all the way to the top of the building – horizontal soffit elements are provided at strategic areas to provide a definite and distinctive top.</i></p>
2. Foster Attractive Rooftops
<p>b. Guidelines</p> <ul style="list-style-type: none"> i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment; ii. Provide rooftop terraces, gardens, and open spaces; iii. Incorporate green roofs that reduce stormwater runoff; iv. Consolidate and screen mechanical units; and v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.
<p>Response: <i>Elements on the roof have been integrated, recognizing that the building’s short height leads to adjacent development viewing the roof as a “fifth façade”. The top floor of the building has been raised to allow all ductwork to run underneath the roof and remain out of sight. All major mechanical equipment is consolidated and screened on all sides with lattice elements. Substantial green roof is provided.</i></p>

**ATTACHMENT C - - ADMINISTRATIVE DEPARTURE
REQUEST FORMS**

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: [20-104855 LD]

Project Name: Washington Square – Homewood Suites by Hilton

Administrative Departure requested for LUC: 20.25A.080.C.2 – Shared Parking

Provide written responses using this form (in Word format) to

1) describe the Departure requested and

2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

Provide a *separate* Administrative Departure Request Form for each Departure requested.

Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Shared Parking Departure:

Pursuant to LUC 20.25A.080.C.2 the applicant requests a departure to reduce the number of required on-site vehicle parking stalls, and to locate a portion of the required vehicle parking stalls off-site in the SCD NE 8th LLC, building's ("Skanska Building") garage on the adjoining property. Parking in the Skanska Building's garage would be shared between the existing office users of that building and hotel parkers, but hotel parking would only be available during nighttime hours when office user parking demand is low.

Based on the project's Parking Study by TENW, a peak parking demand of 0.55 spaces per room is projected overnight. With a 219-room hotel, this equates to a parking demand of 120 stalls overnight. The hotel parking garage is designed to accommodate up to 104 vehicle parking stalls on-site (78 parking stalls plus capacity for 26 valet-parked vehicles in drive-aisles). The surplus parking demand of up to 16 vehicles would be accommodated in the Skanska Building's garage between the hours of 7 pm and 7 am. Hotel parking in all the stalls in the hotel garage and the Skanska Building's garage would be managed by a valet service.

Sheets ADR 5.9 and ADR 6 in the ADR plan set document the number of vehicle parking stalls in the hotel garage. A recorded Parking Easement Agreement for the Skanska Building's garage is attached to this departure request. The parking covenant would reserve up to 90 stalls of off-site shared vehicle parking for the life of the hotel project. Because use of the stalls in the Skanska Building's garage will remain designated for office use and only be used for intermittent overnight hotel use if the hotel parking is full, no change in the use designation for the office parking stalls, and no change in the ADR approval for that building is necessary.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

Response:

The project with the departure advances Comprehensive Plan goals and policies. The proposed off-site shared vehicle parking specifically furthers Comprehensive Plan Policy S-DT-1, which states *“encourage the joint use of parking and permit the limitation of parking supply.”* Because shared off-site vehicle parking is available for this hotel in the Skanska Building’s garage, the project with the departure better meets this Comprehensive Plan goal compared to strict application of the Land Use Code that would require additional on-site parking stalls.

- ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; **AND**

Response:

The project with the departure is more consistent with the purpose and intent of the Land Use Code. The Land Use Code encourages shared off-site vehicle parking if a project meets certain criteria, as addressed below in Section iv. Further, it is a goal of the Land Use Code to *“encourage sustainable and green design features, including those that promote water, resource, and energy conservation.”* LUC 20.25A.140.F. Relying on an existing parking garage that is underutilized during the hours of proposed use is a sustainable building practice that limits resource consumption and ensures parking is not over-built. This furthers the intent of the Land Use Code.

- iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; **AND**

Response:

The project with the departure is the minimum necessary to achieve consistency with the Comprehensive Plan and intent of the Land Use code noted above. The off-site shared vehicle parking results in a project that best utilizes existing resources, is an efficient use of land, and is more sustainable than complying with the strict application of the Land Use Code.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; **OR**

Response:

Specific terms for granting this departure are found in LUC 20.25A.080.C.2:

“Subject to compliance with other applicable requirements of City Codes, the Director may approve shared development or use of parking facilities located on adjoining separate properties...through approval of an Administrative Departure pursuant to LUC 20.25A.030.D.1 and if:

- a. A convenient pedestrian connection between the properties or uses exists; and*
- b. The availability of parking for all affected properties or uses is indicated by directional signs, as permitted by Chapter 22.B10 BCC (sign code).”*

Both criteria are met with the departure. Here, the hotel is located directly adjacent to the Skanska Building's garage, and is only separated by NE 9th Place, a private road. A crosswalk will connect the hotel and the Skanska Building directly across NE 9th Place when all future street improvements are implemented upon completion of hotel construction. Further, the shared stalls in the Skanska Building's garage are envisioned to be valet-only, mitigating the need for directional signage for new parkers.

The number of stalls proposed also meets the Land Use Code's requirements. LUC 20.25A.080.C.3 instructs that "[w]here the uses to be served by shared parking have overlapping hours of operation, the Director may approve a reduction of up to 20 percent of the total required parking stalls if the following criteria are met:

i. The reduction is supported by a parking demand analysis performed by a professional independent traffic engineer;

A parking demand study has been provided by TENW to support the proposed departure. The overall reduction in parking stalls comprises less than a 20 percent reduction of total stalls between the office and hotel.

ii. The parking demand analysis adheres to professional methods and is supported by:

- (1) Documentation of the estimated shared parking demand for the proposed use; and*
- (2) Evidence in available technical studies or manuals relating to the proposed mix of shared uses;*

As part of the TENW analysis, technical studies have been utilized that show how the peak demand for a hotel during the overnight hours would only result in the need for up to 16 additional off-site parking stalls between 11 PM and 7 AM, which would clearly be accommodated in the adjacent Skanska Building's garage where office parking peaks during the day.

iii. The parking demand analysis for the proposed mix of shared uses may take into consideration how parking supply for a similar use has been calculated and performed at other locations in Bellevue, where available, or comparable circumstances in other jurisdictions;

The shared parking analysis methodology used for this project is similar to that used and approved at other downtown development sites.

iv. Required visitor parking for residential uses, and secured/gated parking that is dedicated to residential uses only, shall not be included in the number of parking stalls available for shared use.

Not applicable to this site (no residential uses are part of the proposed shared parking arrangement).

- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response: Not applicable.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 20-104855-LD

Project Name: Washington Square – Homewood Suites by Hilton

Administrative Departure Requested for: Build-To Line - 20.25A.020

Provide written responses using this form (in Word format) to

1) describe the Departure requested and

2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

Provide a *separate* Administrative Departure Request Form for each Departure requested.

Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

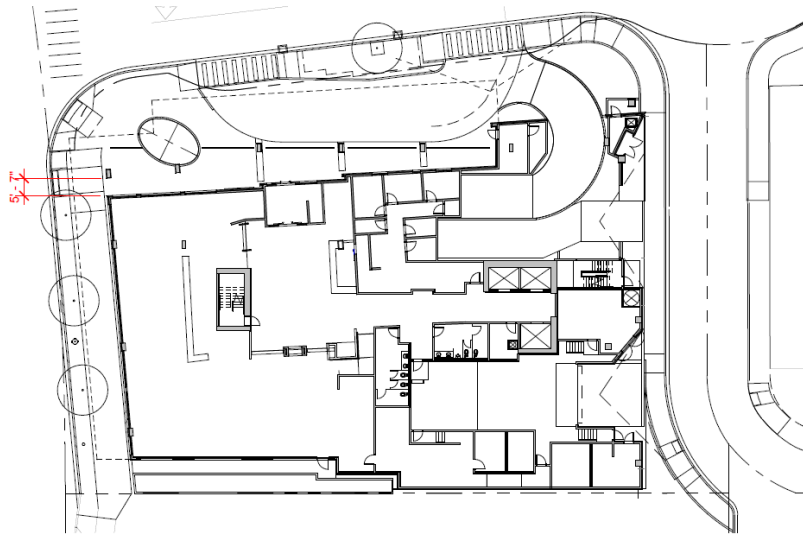
Written Description of Departure Being Requested:

The project is requesting a departure from LUC 20.25A.030.D, which requires that our project “build-to” the back of sidewalk all along 106th Ave NE.

From the LUC:

DT – Build-To Line: A location along a designated block or right-of-way where a building shall be constructed. The build-to line is the back of the required sidewalk unless, upon the request of the applicant, it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building.

The building’s design complies with the requirement except for a portion at the north side that is 5’-7” long, and 14’-5” tall:



We are requesting a departure to allow for this small area to be open and not solid against the back of sidewalk for the following reasons (see below).

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

- i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; **AND**

The building's design and departure advance the following Comprehensive Plan policies:

UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features. The relief provided along the north portion of 106th Ave NE provides more space for continuing and reinforcing the pedestrian environment and circulation. The small portion of the building has been sculpted back in favor of pedestrian space and amenity.

UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities. Pedestrian circulation, planting, and overhead weather protection are provided at the relief along 106th Ave NE. The adjacent two-lane drive-through has been provided to separate auto loading activity from the pedestrian path, providing additional safety. This area provides pedestrian connections to all adjacent development.

UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs. At the area of departure, the project provides a wide cantilevered overhang above a vehicular drop-off area and pedestrian hardscape. This unique building treatment will provide weather protection during all seasons, is a wayfinding device for the community, and will become an amenity to be used for the neighborhood.

UD-27: Integrate high quality and inviting public and semi-public open spaces into major development. The purpose of the departure is to provide a pedestrian hardscape for use by hotel guests and the neighborhood at large. The third-floor overhang we are providing along the north side creates a neighborhood “front porch” for everyone.

UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements. At the area of departure, the project provides a wide cantilevered overhang and canopies that provide a greater area of pedestrian protection than if the project were built completely to the back of sidewalk.

UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design. Pulling back the building from the northeast corner at the lower 2 levels visually opens up the site more, allowing better visual access to the front door of the hotel for people unfamiliar with the area.

UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation. The departure request allows for additional pedestrian amenity from what the LUC Build-To requirements envision.

UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate. The departure allows for the sidewalk to flow into the provided hardscape area, enhancing the full sidewalk potential.

UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations. The departure is for the purpose of providing an amenity space that is not required by the LUC. This space provides enhanced landscaping, seating, and weather protection opportunities.

UD-59:

Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities. The departure allows for additional seating, landscaping, and circulation area.

UD-60:

Incorporate weather protected areas into major public places. At the area of departure, the project provides a wide cantilevered overhang and canopies that provide a greater area of pedestrian protection than if the project were built completely to the back of sidewalk.

UD-65:

Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation. The departure is for the purpose of providing an amenity space that is not required by the LUC. This space provides enhanced landscaping, seating, lighting, bike racks, and weather protection opportunities.

POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate. The departure is for the purpose of providing an amenity space that is not required by the LUC. This space provides enhanced landscaping, seating, lighting, bike racks, paving treatment, and weather protection opportunities.

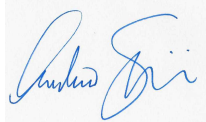
ii.	<p>The resulting design will be more consistent with the purpose and intent of the Land Use Code; AND</p> <p>The design resulting from the departure will provide an enhancement to the purpose and intent of the LUC:</p> <ol style="list-style-type: none">1. Enhances the pedestrian realm and experience (LUC 20.25A.170.A.1)2. Provides greater pedestrian protection (LUC 20.25A.170.A.2)3. Creates a greater variety of outdoor space (LUC 20.25A.170.A.3)4. Provides more space for stopping and viewing (LUC 20.25A.170.A.4)5. Overhang provides a more inviting commercial entry (LUC 20.25A.180.D.4)
iii.	<p>The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; AND</p> <p>Our departure request only affects 5'-7" out of the approximately 105' of the lot immediately facing along 106th Ave NE. This dimension is the minimum reasonably necessary for comfortable pedestrian flow to achieve the enhanced LUC objectives.</p>
iv.	<p>Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; OR</p>
v.	<p>The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).</p> <p>Our departure request is based on criteria noted following guidelines from LUC 20.25A.030.D.1.b. As noted in LUC 20.25A.030.D, the applicant may ask the Director for a departure to "accommodate <u>plaza</u> space, <u>building</u> modulation or other ground-level <u>open space</u> that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the <u>building</u>." This departure will provide for these accommodations.</p>

ATTACHMENT D - - CERTIFICATE OF CONCURRENCY

CERTIFICATE OF CONCURRENCY

Washington Square Hotel

This certificate documents the Transportation Department Director's decision that the development project at 830 106th Avenue NE (File No. 20-104855 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 81 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department

December 9, 2021

Date

Certificate No. 145

**ATTACHMENT E - - REPUBLIC SERVICES APPROVAL
LETTER**



1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Greg Eckert
JOHNSON BRAUND, Inc

Let this notice service as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans¹ you submitted on **July 7th, 2021** for the property known as: **Bellevue Homewood Suites at 10605 NE 9th Place Bellevue, WA** we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.²

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

Thank you, if you have any questions please contact Republic Services.

Sincerely,

Bradley Cooper, Republic Services
Operations Supervisor
Bcooper2@republicservices.com

In partnership with the City of Bellevue
Development Services



¹ Attached as submitted for tracking reference

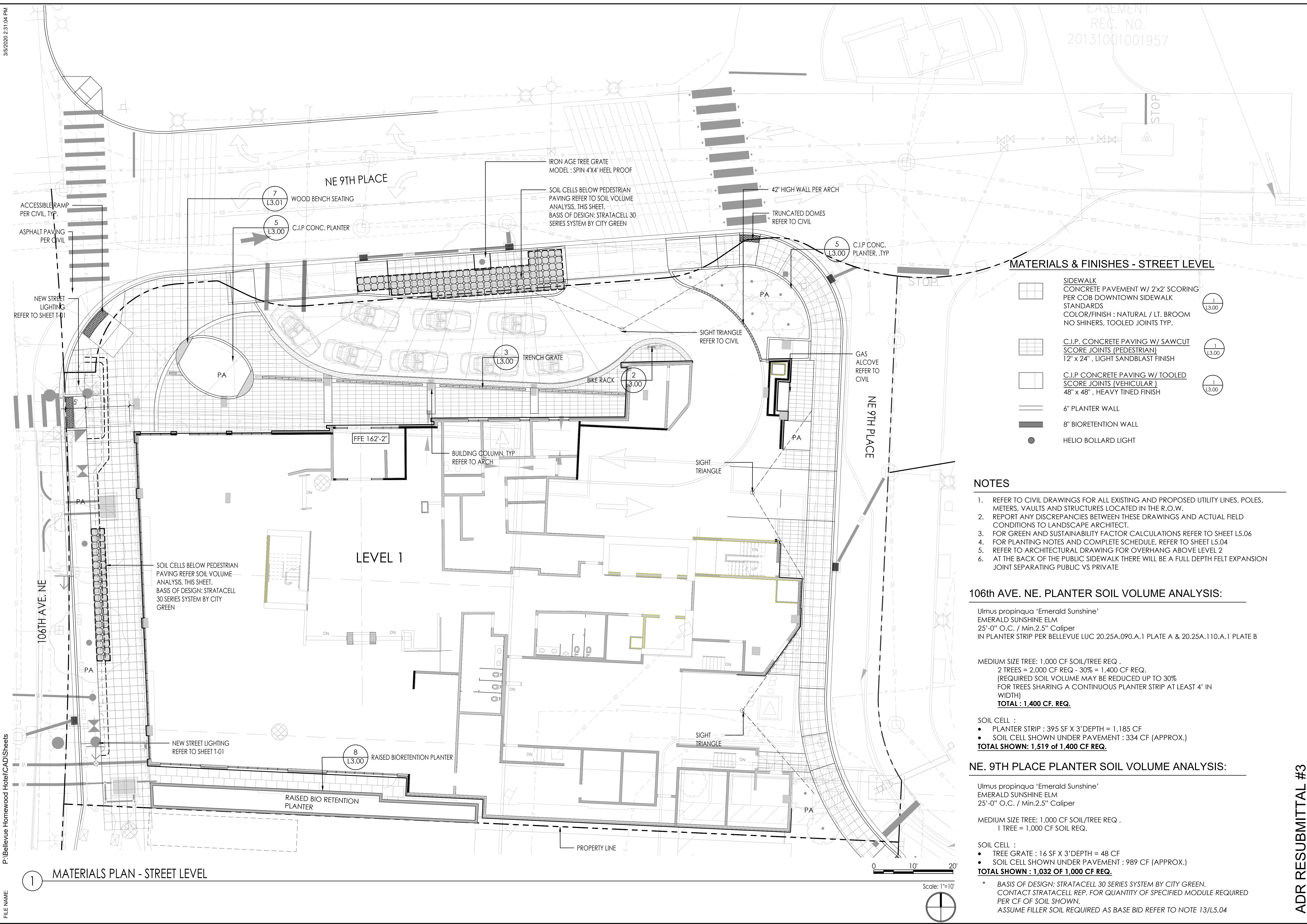
² This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.

ATTACHMENT F - - SELECTED PROJECT DRAWINGS

3/5/2020 2:31:04 PM

P:\Bellevue Homewood Hotel\CAD\Sheets

FILE NAME:



MATERIALS & FINISHES - STREET LEVEL

- SIDEWALK CONCRETE PAVEMENT W/ 2'x2' SCORING PER COB DOWNTOWN SIDEWALK STANDARDS COLOR/FINISH : NATURAL / LT. BROOM NO SHINERS, TOOLED JOINTS TYP. (1) L3.00
- C.I.P. CONCRETE PAVING W/ SAWCUT SCORE JOINTS (PEDESTRIAN) 12" x 24", LIGHT SANDBLAST FINISH (1) L3.00
- C.I.P. CONCRETE PAVING W/ TOOLED SCORE JOINTS (VEHICULAR) 48" x 48", HEAVY TINED FINISH (1) L3.00
- 6" PLANTER WALL
- 8" BIORETENTION WALL
- HELIO BOLLARD LIGHT

NOTES

- REFER TO CIVIL DRAWINGS FOR ALL EXISTING AND PROPOSED UTILITY LINES, POLES, METERS, VAULTS AND STRUCTURES LOCATED IN THE R.O.W.
- REPORT ANY DISCREPANCIES BETWEEN THESE DRAWINGS AND ACTUAL FIELD CONDITIONS TO LANDSCAPE ARCHITECT.
- FOR GREEN AND SUSTAINABILITY FACTOR CALCULATIONS REFER TO SHEET L5.06
- FOR PLANTING NOTES AND COMPLETE SCHEDULE, REFER TO SHEET L5.04
- REFER TO ARCHITECTURAL DRAWING FOR OVERHANG ABOVE LEVEL 2
- AT THE BACK OF THE PUBLIC SIDEWALK THERE WILL BE A FULL DEPTH FELT EXPANSION JOINT SEPARATING PUBLIC VS PRIVATE

106th AVE. NE. PLANTER SOIL VOLUME ANALYSIS:

Ulmus propinqua 'Emerald Sunshine'
EMERALD SUNSHINE ELM
25'-0" O.C. / Min.2.5" Caliper
IN PLANTER STRIP PER BELLEVUE LUC 20.25A.090.A.1 PLATE A & 20.25A.110.A.1 PLATE B

MEDIUM SIZE TREE: 1,000 CF SOIL/TREE REQ.
2 TREES = 2,000 CF REQ - 30% = 1,400 CF REQ.
(REQUIRED SOIL VOLUME MAY BE REDUCED UP TO 30% FOR TREES SHARING A CONTINUOUS PLANTER STRIP AT LEAST 4' IN WIDTH)
TOTAL : 1,400 CF. REQ.

SOIL CELL :
• PLANTER STRIP : 395 SF X 3'DEPTH = 1,185 CF
• SOIL CELL SHOWN UNDER PAVEMENT : 334 CF (APPROX.)
TOTAL SHOWN: 1,519 of 1,400 CF REQ.

NE. 9TH PLACE PLANTER SOIL VOLUME ANALYSIS:

Ulmus propinqua 'Emerald Sunshine'
EMERALD SUNSHINE ELM
25'-0" O.C. / Min.2.5" Caliper

MEDIUM SIZE TREE: 1,000 CF SOIL/TREE REQ.
1 TREE = 1,000 CF SOIL REQ.

SOIL CELL :
• TREE GRATE : 16 SF X 3'DEPTH = 48 CF
• SOIL CELL SHOWN UNDER PAVEMENT : 989 CF (APPROX.)
TOTAL SHOWN : 1,032 OF 1,000 CF REQ.

* BASIS OF DESIGN: STRATACELL 30 SERIES SYSTEM BY CITY GREEN.
CONTACT STRATACELL REP. FOR QUANTITY OF SPECIFIED MODULE REQUIRED PER CF OF SOIL SHOWN.
ASSUME FILLER SOIL REQUIRED AS BASE BID REFER TO NOTE 13/L5.04

JOHNSON BRAUND INC.
15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300
www.johnsonbraund.com

ARCHITECTURE
INTERIOR DESIGN
Greg L. Allwine,
AIA
Jeffrey A. Williams,
AIA

WEST77 PARTNERS
GCH
GCH Planning and Landscape Architecture
6101 22nd Avenue NW
Seattle, WA 98107
Phone 206.285.4422
www.gchsite.com/

SET	ISSUANCE	NO.	DATE	DESCRIPTION	BY	CHK	APP
1	1	1	3/5/2020	106TH AVE. NE. PLANTER SOIL VOLUME ANALYSIS			
2	2	2	3/5/2020	NE. 9TH PLACE PLANTER SOIL VOLUME ANALYSIS			
3	3	3	3/5/2020	MATERIALS PLAN - STREET LEVEL			

BELLEVUE HOMEWOOD SUITES
SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004
OWNER/APPLICANT:
WASHINGTON SQUARE WEST HOTEL, LLC.
10670 NE 9th PL
BELLEVUE, WA 98004

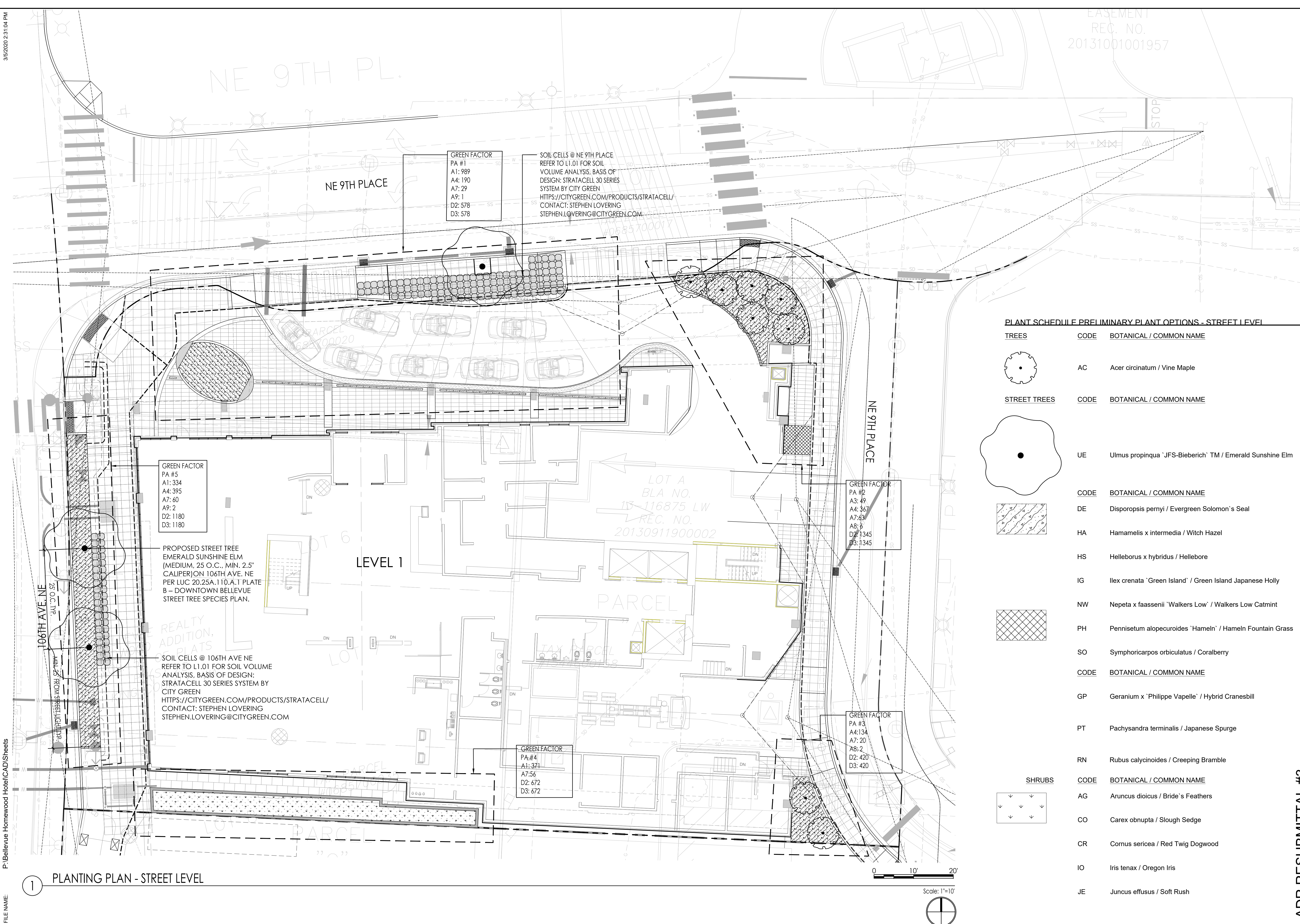
PROJECT #:

20.0200L

MATERIALS PLAN - STREET LEVEL

L1.01

ADR RESUBMITTAL #3



1 PLANTING PLAN - STREET LEVEL

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet

6/25/2021

Bellevue Land Use Code 20.25A.120	MINIMUM REQUIRED D SCORE	0.3
Project: Bellevue Homewood Suites	Enter sq. ft. of project limit PROJECT LIMIT PH. 1	28,005
* OVERALL PROJECT LIMIT IS 40,888 SQ.FT. PROJECT LIMIT FOR PHASE 1 IS 28,005 SQ.FT.	SCORE	0.330
Total Factor points needed based on Project Limit		8,402

A Landscape Elements	Factor	Total
1 Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. <i>(These must comply with Bellevue Storm and Surface Water Engineering Standards.)</i>	Enter sq. ft. or volume (if soil cells). 1694	1.2 2032.8
2 Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facility, whichever is less.	Enter volume. 0	0.2 0.0
3 Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 3884	0.1 388.4
4 Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 1591	0.6 954.6
5 Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	Enter inches d.b.h. 0	0 1.0 0.0
6 Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	Enter inches d.b.h. 0	0 0.1 0.0
7 Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.	Enter number of shrubs. 298	3576 0.4 1430.4
8 Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 19	1710 0.3 513.0
9 Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 3	690 0.3 207.0
10 Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 0	0 0.4 0.0

B Green Roofs	Factor	Total
1 Green Roof, two to four Inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	Enter sq. ft. 0	0.4 0.0

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet

6/25/2021

Bellevue Land Use Code 20.25A.120

MINIMUM REQUIRED SCORE

0.3

2 Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.

Enter sq. ft.

3835

0.7

2684.5

C Green Walls

1 Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.

Enter sq. ft.

0

0.2

0.0

2 Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.

Enter sq. ft.

0

0.7

0.0

D Landscape Bonuses

1 Food Cultivation. Landscaped areas for food cultivation.

Enter sq. ft.

0

0.2

0.0

2 Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.

Enter sq. ft.

6025

0.1

602.5

3 Landscape Areas at Sidewalk Grade.

Enter sq. ft.

4195

0.1

419.5

Enter total projected gallons harvested.

4 Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.

0

0

0.2

0.0

If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilizing - enter '1' into field).

Enter total gallons.

1

E Permeable Paving

1 Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.

Enter sq. ft.

0

0.2

0.0

2 Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.

Enter sq. ft.

0

0.5

0.0

F Publicly Accessible Bicycle Parking

Enter total bike spaces.

1 Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area.

0

0

1.0

0.0

Enter total bike lockers.

2 Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use.

0

0


1.0

0.0

Green Factor Worksheet*									
Mira II		Planting Area							TOTAL**
		1	2	3	4	5	6	7	
A1	sq. ft. bioretention/cell	989			371	334			1694
A2	sq. ft. Struct. Soil								0
A3	sq. ft. Soil Depth < 24"		49					3835	3884
A4	sq. ft. Soil Depth > 24"	190	367	134		395	505		1591
A5	# of d.b.h. existing trees								0
A6	# of d.b.h. exist. evrgm tree								0
A7	# of Shrubs 2' + (12 sq-ft/ea)	29	63	20	56	60	70		298
A8	# of Trees (S) (90 sq-ft/ea)		6	2			11		19
A9	# of Trees (M) (230 sq-ft/ea)	1				2			3
A10	# of Trees (L) (360 sq-ft/ea)								0
B1	sq. ft. gr. roof < 4" soil								0
B2	sq. ft. gr. roof > 4" soil							3835	3835
C1	sq. ft. vegetated wall								0
C2	sq. ft. greenwall system								0
D1	sq. ft. food cultivation								0
D2	sq. ft. native , d/t	578	1345	420	672	1180	1830		6025
D3	sq. ft. sidewalk grade	578	1345	420	672	1180			4195
D4	gallons rainwater harvest								0
E1	sq. ft. perm pave < 24"								0
E2	sq. ft. perm pave > 24"								0
F1	bikes # of racks								0
F2	bikes # of lockers								0

* See Green and Sustainability Factor score sheet for category definitions

**** Enter totals on the Green Factor score sheet**



JOHNSON BRAUND INC.

15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300

www.johnsonbraund.com

ARCHITECTURE
INTERIOR DESIGN

Greg L. Allwine,
AIA
Jeffrey A. Williams,
AIA

WEST 77

PARTNERS

GCH

guyer cobburn hutchins

GCH Planning and Landscape Architecture
6101 22nd Avenue NW
Seattle, WA 98107
Phone 206.285.4422
www.gchaito.com/


SET/ISSUANCE		Description	Rev#	Date	
NO.	DATE				
1	3-9-2020	A/R REVISION 1			
2	6-24-2021	A/R REVISION 2			
3	10-1-2021	A/R REVISION 3			
4	10-1-2021	A/R REVISION 4			
1	4-1-2020	10 SET			

STAMP

BELLEVUE HOMEWOOD SUITES

SITE ADDRESS : 10005 NE 9th PL, BELLEVUE, WA 98004

OWNER/APPLICANT:
WASHINGTON SQUARE WEST HOTEL, LLC.
10070 NE 9th PL
BELLEVUE, WA 98004



Gregory J. Williams

PROJECT #:
20.0200L

GREEN AND SUSTAINABILITY FACTOR CALCULATION

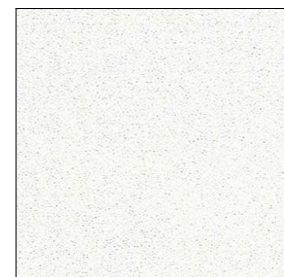
L5.06

Aesthetic Goals

The exterior design of this building seeks to utilize principles of Scandinavian or Nordic Modern design, which in our building is exemplified by:

- Clean lines, simple profiles, and an overall minimal aesthetic**
The building massing is broken up into three pieces - a solid 2-story base, a 6-story tower above, and detailing that establishes the top. The base uses a combination of the materials stone, wood, and glazing. The tower uses the same wood and glazing elements, but includes an EIFS (a drainable, water-managed exterior insulated finishing system) finish to create a lighter, contrasting effect. The top of the tower is accented with horizontal soffit that caps the material transitions at strategic areas. The walls of the tower use subtle plane changes to create detail that reveals itself upon closer inspection, and which create opportunities for accent lighting to highlight the front entry and signature northwest corner.
- A color palette prioritizing the use of white, with neutral muted colors in support**
The tower of the building uses the color white as a unifying element around all sides in keeping with the Nordic theme of the hotel. Wood tone accents create contrast, visual relief, and detail while also creating a warm, inviting atmosphere. At the base, natural stone with warm greys and other earth tones are used. Small areas of the color black are used throughout for contrast and accent – window frames, canopies, and vertical elements which break up the façade of the tower.
- Use of natural materials, wood accents, and a contract of textures**
At the tower, the EIFS presents a consistent sand-textured finish as the backdrop for the hotel. The wood accents along the tower give visual and textural richness, and additional detail by varying the orientation of the wood pieces. The stone at the base of the building contrasts with the glazing and wood elements, and provides a welcoming and approachable contrast where people are more intimately connected to the building at street level.
- Design that maximizes natural light**
Much of the year is overcast where the filtered sun creates a subtle, shifting light. Large floor-to-ceiling windows are used in the guestroom tower, as well as an internal courtyard to bring natural light deep into each guestroom. At the base, active use spaces are oriented around the perimeter of the building, allowing natural light to penetrate from tall storefront windows.

Our architectural intent is to create a building that is modern, solid, functional, highly detailed, and inviting



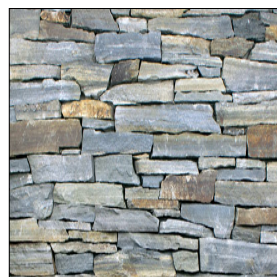
EXT-01
WATER-MANAGED EXTERIOR
INSULATION FINISH SYSTEM
"WHITE"



EXT-02
WOOD-LOOK PANEL - HORIZONTAL
"DRIFTWOOD"



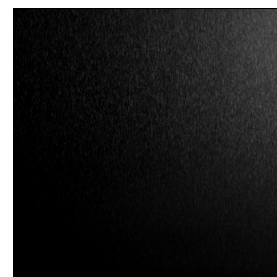
EXT-03
WOOD-LOOK PANEL - VERTICAL
"DRIFTWOOD"



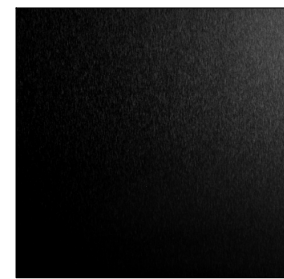
EXT-04
NATURAL STONE VENEER SYSTEM
"GREY AND EARTH TONE BLEND"



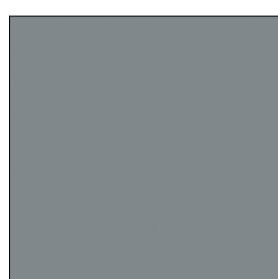
EXT-05
VERTICAL PANEL
"WHITE"



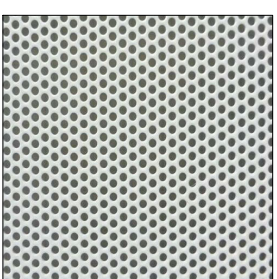
EXT-06
METAL STOREFRONT FRAMES
"BLACK"



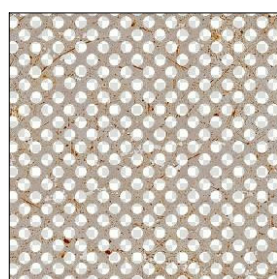
EXT-07
FIBERGLASS WINDOW FRAMES
"BLACK"



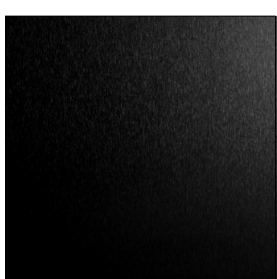
EXT-08
EXTERIOR PAINTED STEEL
"MEDIUM GREY"



EXT-09
PERFORATED METAL PANEL
"WHITE"



EXT-10
PERFORATED METAL PANEL
"DRIFTWOOD"



EXT-11
EXTERIOR ALUMINUM VERTICAL FIN
"BLACK"



JOHNSON BRAUND INC.

15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300

www.johnsonbraund.com

ARCHITECTURE

INTERIOR DESIGN

Greg L. Allwine,
Jeffrey A. Williams,

WEST77
PARTNERS

8556

REGISTERED
ARCHITECT

JEFFREY ARTHUR WILLIAMS
STATE OF WASHINGTON

STAMP

SET ISSUANCE		DESCRIPTION
NO.	DATE	
1	9/6/2020	ADR SET
2	3/4/2021	ADR RESUBMITTAL #1
3	6/25/2021	ADR RESUBMITTAL #2
4	9/15/2021	ADR RESUBMITTAL #3
5	11/01/2021	ADR RESUBMITTAL #4

Rev	Date	Description
1	6/25/2021	ADR REVISION #2

BELLEVUE HOMEWOOD SUITES

SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004

OWNER/APPLICANT :
WASHINGTON SQUARE WEST HOTEL, LLC.

10670 NE 9th PL
BELLEVUE, WA 98004

PROJECT #:

1903


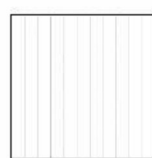






MATERIAL SAMPLES

ADR11

ADR RESUBMITTAL #3



MATERIAL LEGEND:

	EXT-01	EIFS COLOR: WHITE		EXT-05	KNOTWOOD SLATS VERTICAL COLOR: WHITE
	EXT-02	KNOTWOOD SLATS HORIZONTAL COLOR: BEIGE		EXT-06	ALUMINUM FRAMED ENTRANCES & STOREFRONT TO MATCH WINDOWS
	EXT-03	KNOTWOOD SLATS VERTICAL COLOR: BEIGE		EXT-07	FIBERGLASS WINDOWS PELLA IMPERVIA BLACK
	EXT-04	STONE VENEER		EXT-08	PAINTED METAL COLOR: MEDIUM GRAY



JOHNSON BRAUND INC.
15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300
www.johnsonbraund.com

ARCHITECTURE
INTERIOR DESIGN
Greg L. Allwine,
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PARTNERS

8556
REGISTERED
ARCHITECT

JEFFREY ARTHUR WILLIAMS
STATE OF WASHINGTON

SET ISSUANCE		Description		STAMP	
NO.	DATE	DESCRIPTION	DATE	NO.	DATE
1	6/25/2021	ADR SET			
2	3/4/2021	ADR RESUBMITTAL #1			
3	6/25/2021	ADR RESUBMITTAL #2			
4	9/15/2021	ADR RESUBMITTAL #3			
5	11/01/2021	ADR RESUBMITTAL #4			

BELLEVUE HOMEWOOD SUITES

SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004

OWNER/APPLICANT:
WASHINGTON SQUARE WEST HOTEL, LLC.
10670 NE 9th PL
BELLEVUE, WA 98004

PROJECT #: 1903


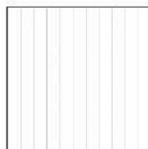






NORTH ELEVATION

ADR12

ADR RESUBMITTAL #3



MATERIAL LEGEND:

	EXT-01	EIFS COLOR: WHITE		EXT-05	KNOTWOOD SLATS VERTICAL COLOR: WHITE
	EXT-02	KNOTWOOD SLATS HORIZONTAL COLOR: BEIGE		EXT-06	ALUMINUM FRAMED ENTRANCES & STOREFRONT TO MATCH WINDOWS
	EXT-03	KNOTWOOD SLATS VERTICAL COLOR: BEIGE		EXT-07	FIBERGLASS WINDOWS PELLA IMPERVIA BLACK
	EXT-04	STONE VENEER		EXT-08	PAINTED METAL COLOR: MEDIUM GRAY



JOHNSON BRAUND INC.
15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300
www.johnsonbraund.com

ARCHITECTURE
INTERIOR DESIGN
Greg L. Allwine,
Jeffrey A. Williams.

WEST77
PARTNERS

8556
REGISTERED
ARCHITECT

Jeffrey
JEFFREY ARTHUR WILLIAMS
STATE OF WASHINGTON

SET ISSUANCE		Description		Rev	Date
NO.	DATE	DESCRIPTION	ADR SET	1	6/25/2021
1	6/25/2021	ADR RESUBMITTAL #1			
2	3/4/2021	ADR RESUBMITTAL #2			
3	6/25/2021	ADR RESUBMITTAL #3			
4	9/15/2021	ADR RESUBMITTAL #4			
5	11/01/2021	ADR RESUBMITTAL #5			

BELLEVUE HOMewood SUITES

SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004

OWNER/APPLICANT:
WASHINGTON SQUARE WEST HOTEL, LLC.
10670 NE 9th PL
BELLEVUE, WA 98004

PROJECT #: 1903

WEST ELEVATION

ADR13

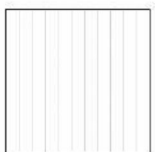
ADR RESUBMITTAL #3



MATERIAL LEGEND:



EXT-01 EIFS
COLOR: WHITE



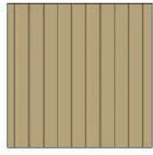
EXT-05 KNOTWOOD SLATS
VERTICAL
COLOR: WHITE



EXT-02 KNOTWOOD SLATS
HORIZONTAL
COLOR: BEIGE



EXT-06 ALUMINUM FRAMED ENTRANCES &
STOREFRONT
TO MATCH WINDOWS



EXT-03 KNOTWOOD SLATS
VERTICAL
COLOR: BEIGE



EXT-07 FIBERGLASS WINDOWS
PELLA IMPERVIA
BLACK



EXT-04 STONE VENEER



EXT-08 PAINTED METAL
COLOR: MEDIUM GRAY

JOHNSON BRAUND INC.
15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300
www.johnsonbraund.com

**ARCHITECTURE
INTERIOR DESIGN**
Greg L. Allwine,
Jeffrey A. Williams.

**WEST77
PARTNERS**

8556 REGISTERED
ARCHITECT

Jeffrey Arthur Williams
JEFFREY ARTHUR WILLIAMS
STATE OF WASHINGTON

SET ISSUANCE		Description	Rev.	Date	Stamp
NO.	DATE				
1	9/6/2020	ADR SET			
2	3/4/2021	ADR RESUBMITTAL #1			
3	6/25/2021	ADR RESUBMITTAL #2			
4	9/15/2021	ADR RESUBMITTAL #3			
5	11/01/2021	ADR RESUBMITTAL #4			

BELLEVUE HOMEWOOD SUITES

SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004

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10670 NE 9th PL
BELLEVUE, WA 98004

PROJECT #: 1903

SOUTH ELEVATION

ADR14

ADR RESUBMITTAL #3





1 3D ELEV NE

ADR RESUBMITTAL #3

ADR21

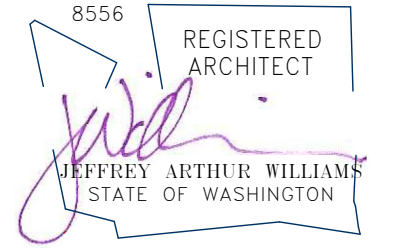
3D ELEVATION NE

PROJECT #: 1903

BELLEVUE HOMEWOOD SUITES

SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004
OWNER/APPLICANT:
WASHINGTON SQUARE WEST HOTEL, LLC.
10670 NE 9th PL
BELLEVUE, WA 98004

Rev	Date	Description
1	6/25/2021	ADR REVISION #2
SET ISSUANCE		
NO	DATE	DESCRIPTION
1	10/20/20	ADR SET
2	3/4/2021	ADR RESUBMITTAL #1
3	6/25/2021	ADR RESUBMITTAL #2
4	9/15/2021	ADR RESUBMITTAL #3
5	11/01/2021	ADR RESUBMITTAL #4



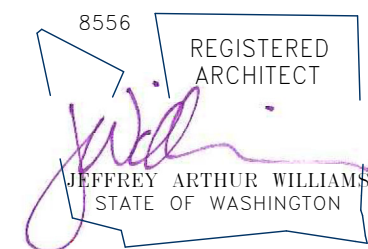
ARCHITECTURE
INTERIOR DESIGN
Greg L. Alivino,
Jeffrey A. Williams,

WEST77
PARTNERS

JOHNSON BRAUND INC.
15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300
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ADR RESUBMITTAL #3



Rev.	Date	Description	ISSUANCE		
1	6/25/2021	ADR REVISION #2	NO.	DATE	DESCRIPTION
			1	3/9/2020	ADR SET
			2	3/4/2021	ADR RESUBMITTAL #1
			3	6/25/2021	ADR RESUBMITTAL #2
			4	9/15/2021	ADR RESUBMITTAL #3
			5	11/01/2021	ADR RESUBMITTAL #4

BELLEVUE HOMEWOOD SUITES

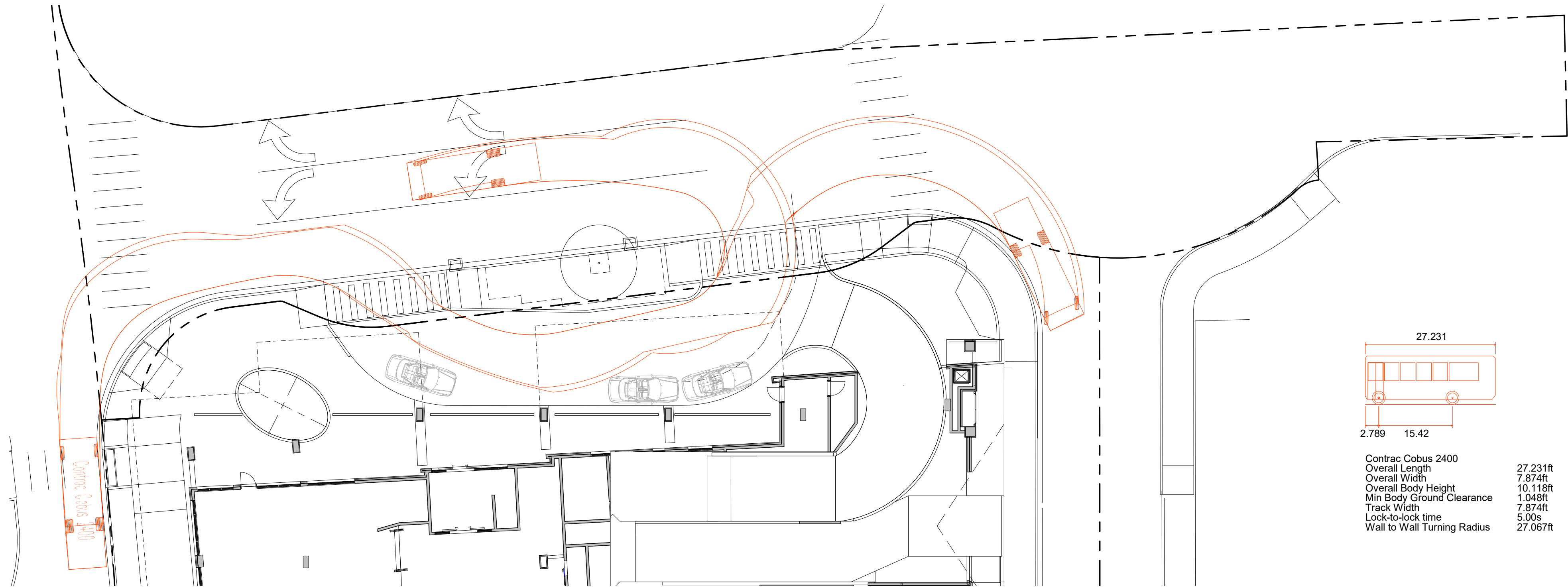
SITE ADDRESS : 10605 NE 9th PL, BELLEVUE, WA 98004

OWNER/APPLICANT:
WASHINGTON SQUARE WEST HOTEL, LLC.
10670 NE 9th PL
BELLEVUE, WA 98004

PROJECT #: 1903

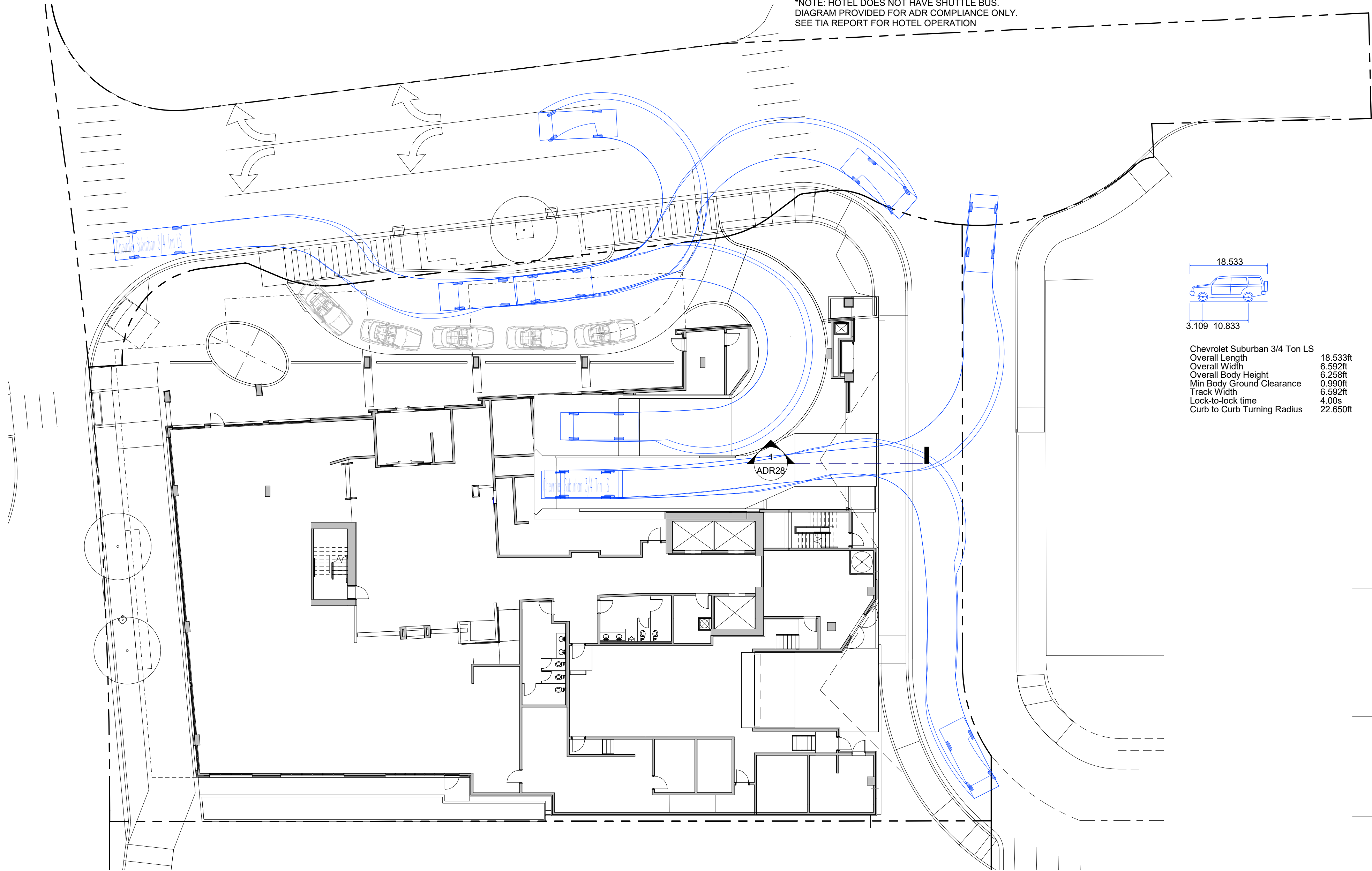
3D ELEVATION SW

ADR22

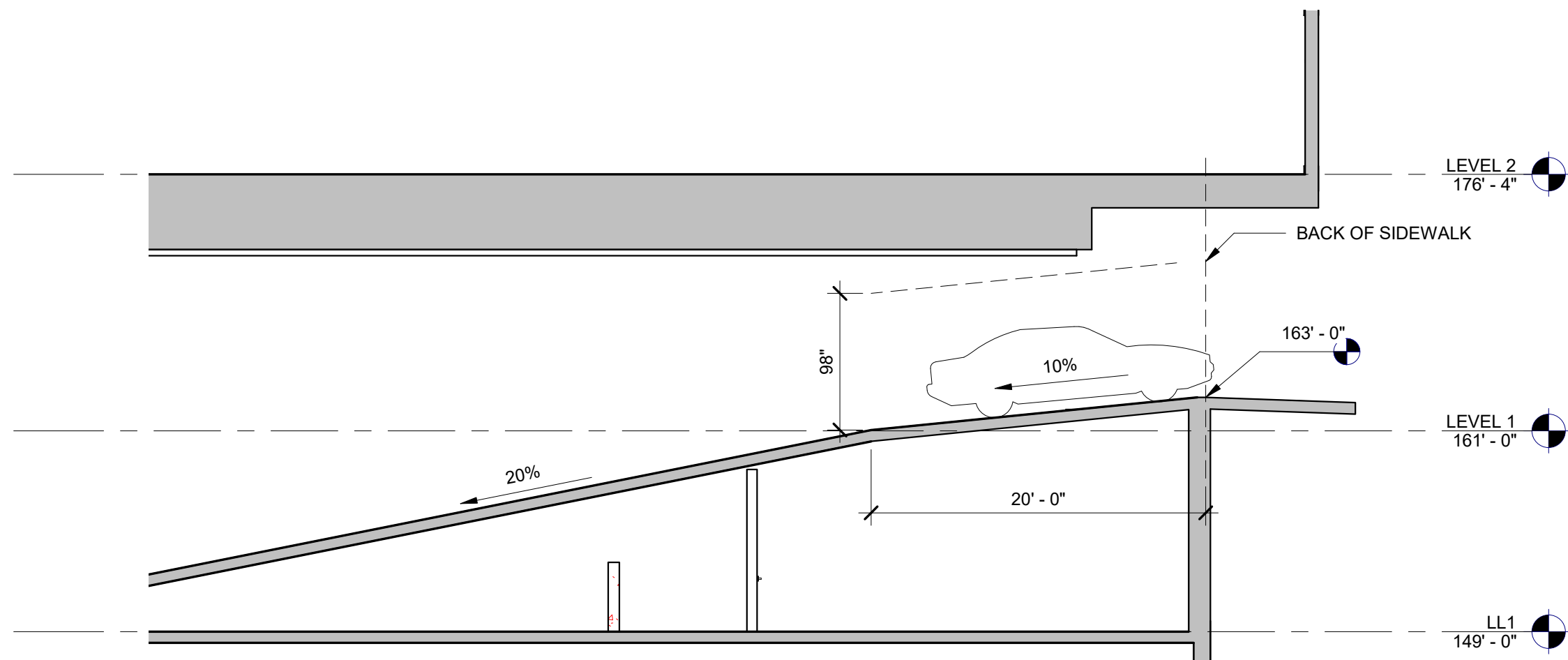


4 SHUTTLE BUS AUTO TURN DIAGRAM
1/16" = 1'-0"

*NOTE: HOTEL DOES NOT HAVE SHUTTLE BUS.
DIAGRAM PROVIDED FOR ADR COMPLIANCE ONLY.
SEE TIA REPORT FOR HOTEL OPERATION

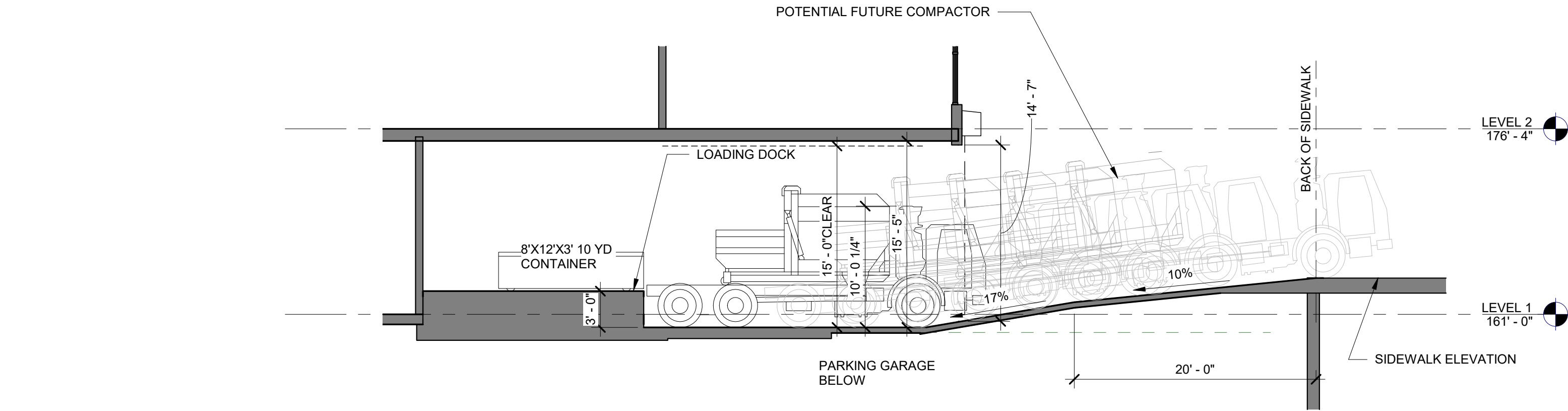


3 AUTO AUTO TURN DIAGRAM
1/16" = 1'-0"

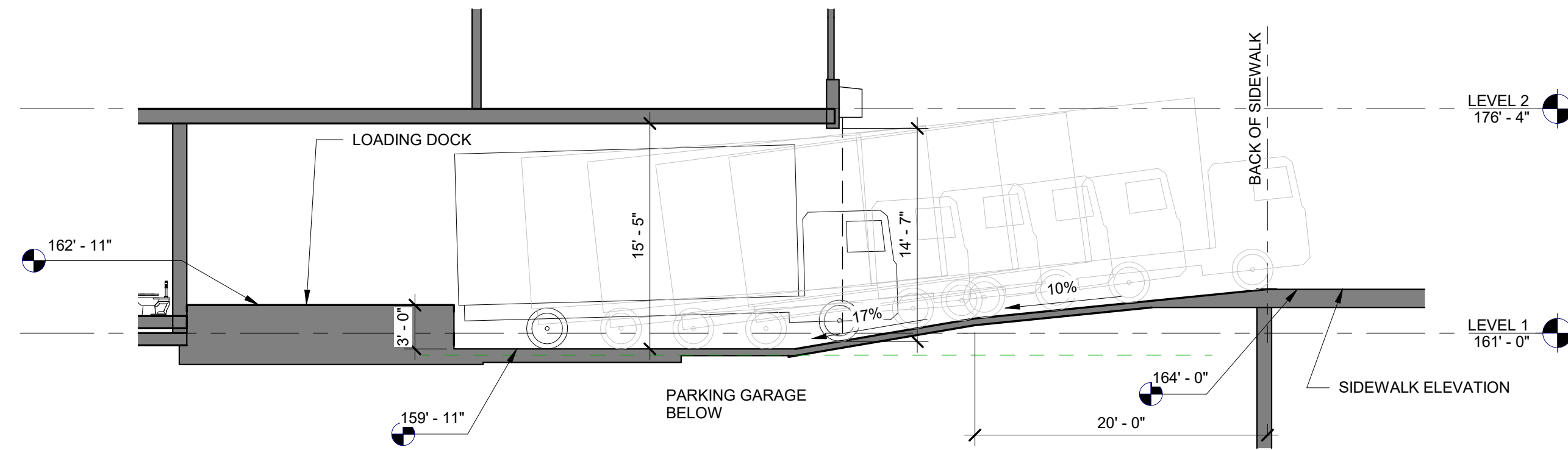


1 SECTION AT PARKING EXIT
1/8" = 1'-0"

SET ISSUANCE		DESCRIPTION	
NO.	DATE	NO.	DATE
1	3/4/2021	1	3/4/2021
2	3/4/2021	2	3/4/2021
3	6/25/2021	3	6/25/2021
4	9/15/2021	4	9/15/2021
5	11/01/2021	5	11/01/2021

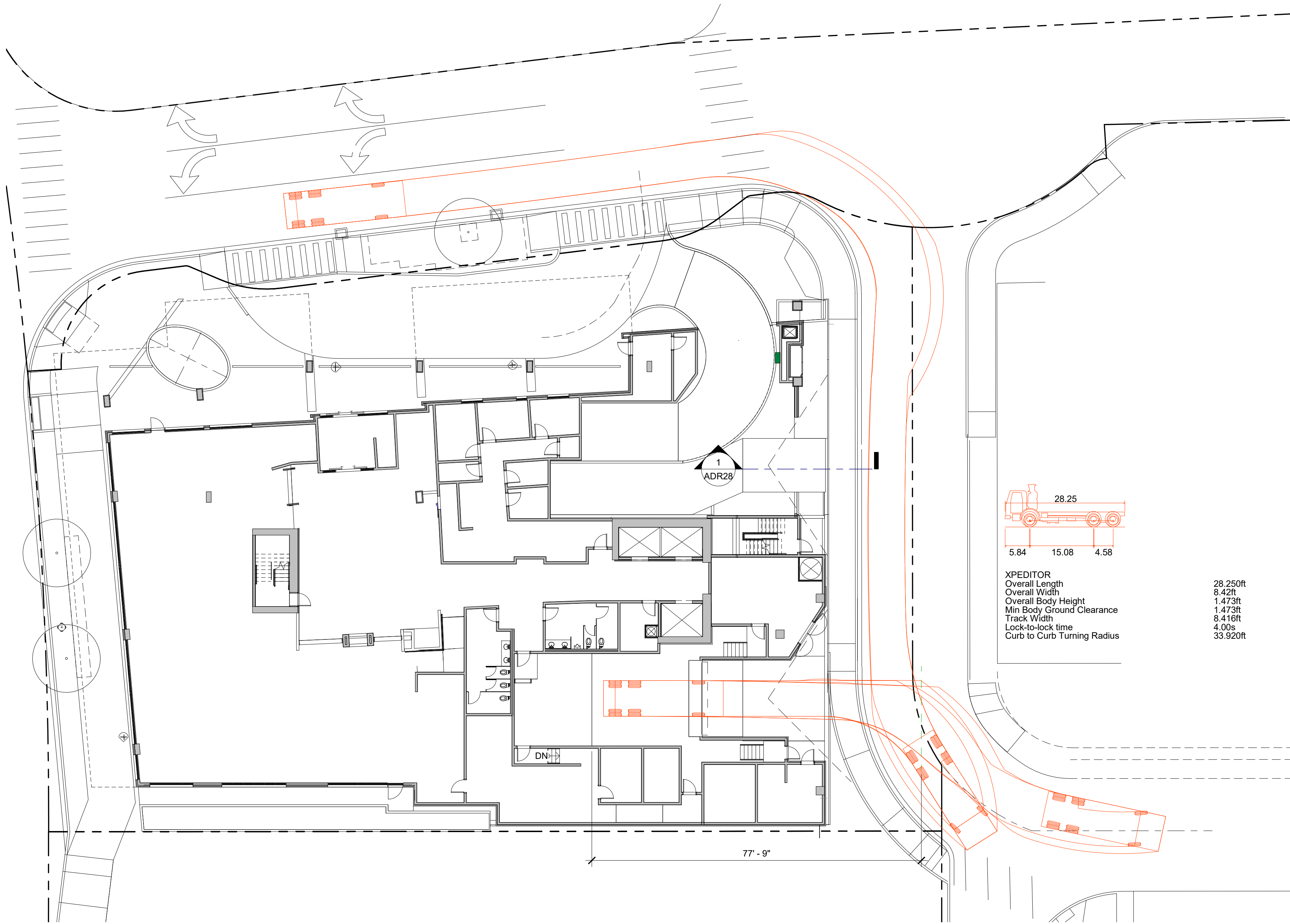


7 SECTION AT LOADING-SERVICE
1/8" = 1'-0"



4 SECTION AT LOADING-SERVICE 13.5' TRUCK
1/8" = 1'-0"

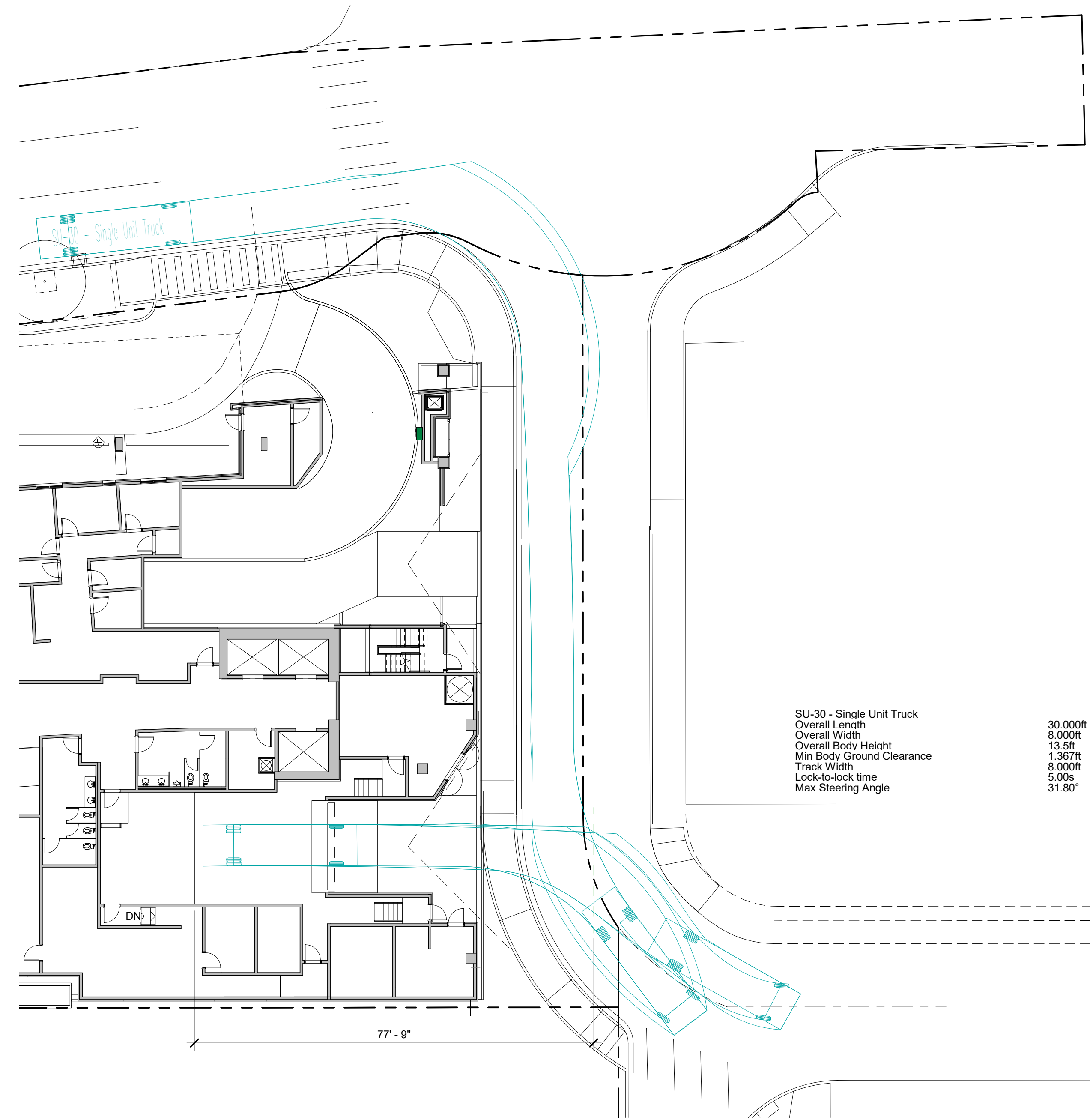
*NOTE - SU-30 TRUCK USED FOR ADR COMPLIANCE.
SEE TIA REPORT FOR EXPECTED DELIVERY VEHICLES.



1 GARBAGE AUTO TURN DIAGRAM
1/16" = 1'-0"

28.25
5.84 15.08 4.58
XPEDITOR
Overall Length 8.42ft
Overall Width 1.473ft
Min Body Ground Clearance 8.416ft
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 33.920ft

28.250ft
Overall Length 8.42ft
Overall Width 1.473ft
Min Body Ground Clearance 8.416ft
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 33.920ft



3 DELIVERY AUTO TURN DIAGRAM
1/16" = 1'-0"

SU-30 - Single Unit Truck
Overall Length 30.000ft
Overall Width 8.000ft
Overall Body Height 13.5ft
Min Body Ground Clearance 1.367ft
Track Width 8.000ft
Lock-to-lock time 5.00s
Max Steering Angle 31.80°

30.000ft
8.000ft
13.5ft
1.367ft
8.000ft
5.00s
31.80°

BELLEVUE HOMEWOOD SUITES

SITE ADDRESS 10605 NE 9th PL, BELLEVUE, WA 98004
OWNER/APPLICANT WASHINGTON SQUARE WEST HOTEL, LLC.
10870 NE 9th PL
BELLEVUE, WA 98004

PROJECT #: 1903
DRAWN BY: Author
CHECKED BY: Checker

AUTOTURN DIAGRAMS

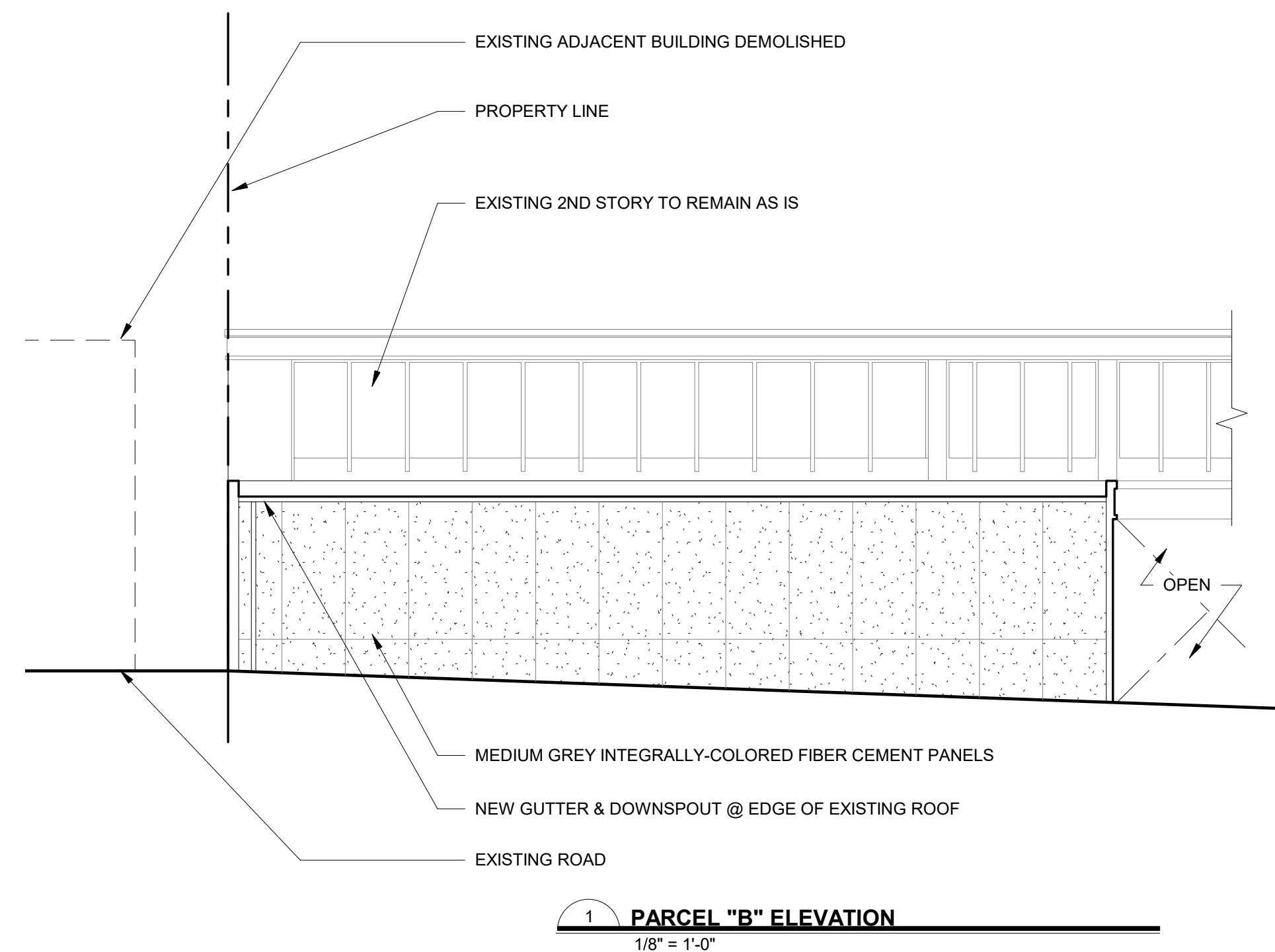
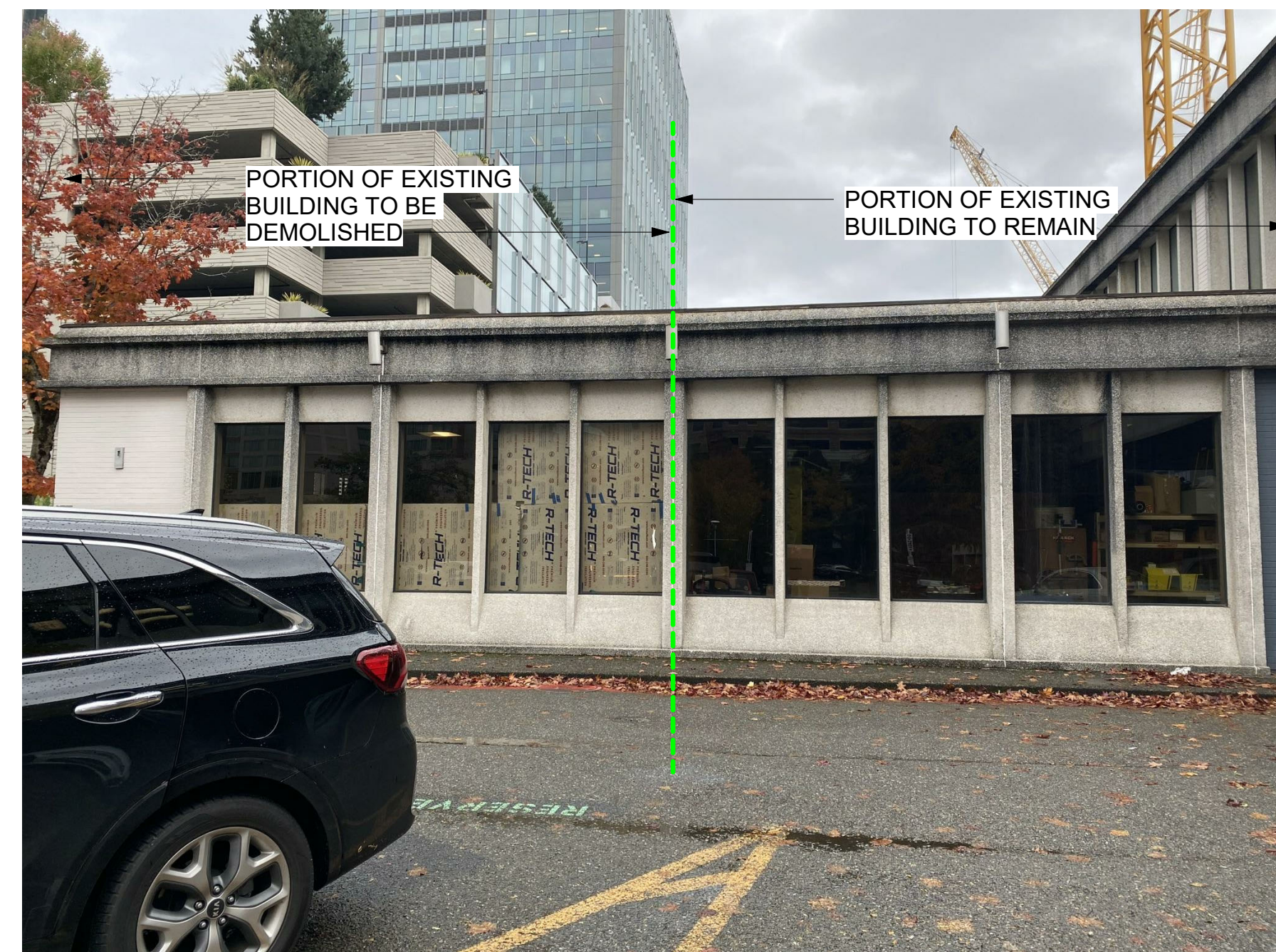
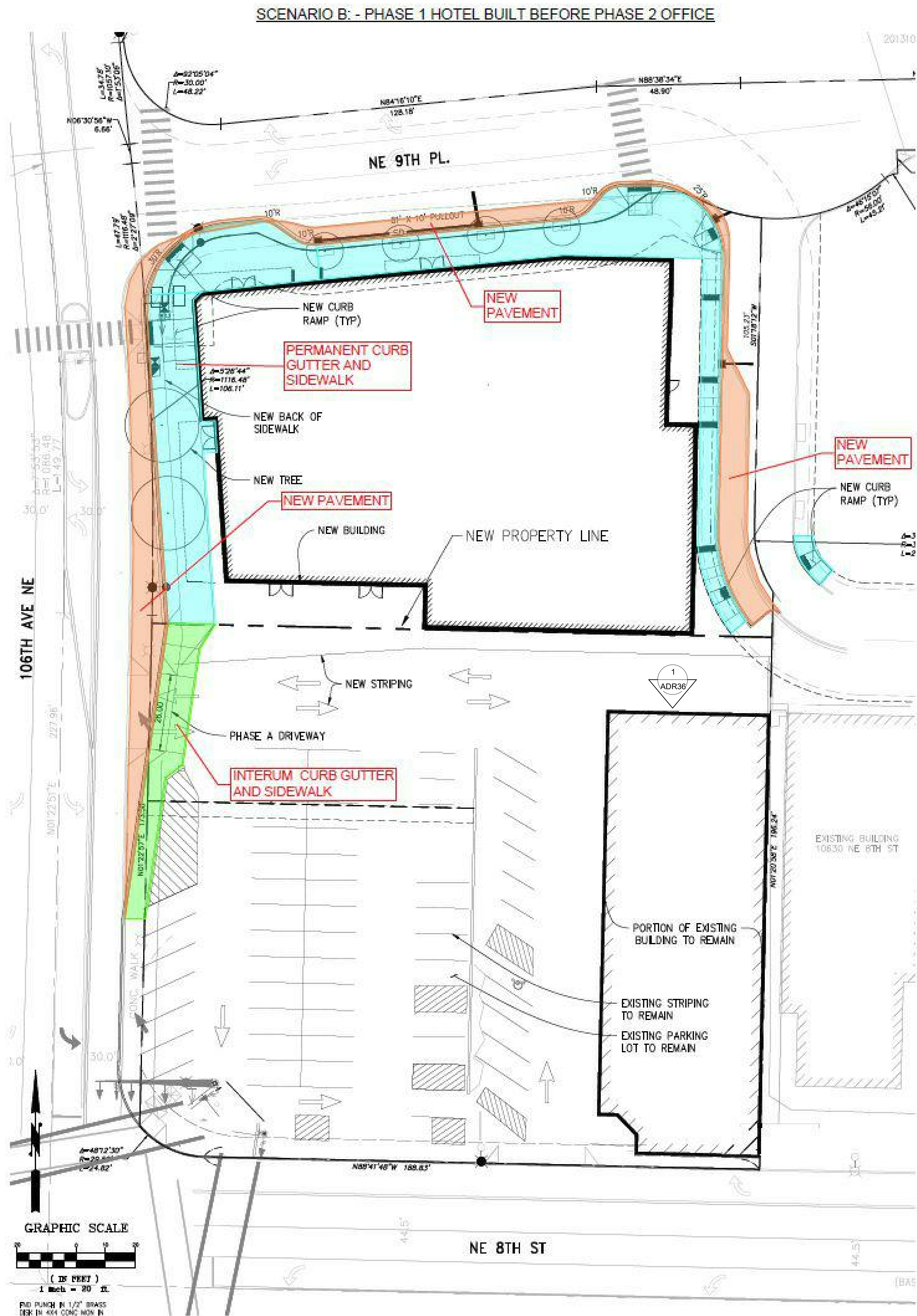
ADR28.1

JOHNSON BRAUND INC.
15200 52nd Ave. South
Suite 300
Seattle, WA 98188
Phone 206.766.8300
www.johnsonbraund.com
ARCHITECTURE
INTERIOR DESIGN
Greg L. Allwine,
Jeffrey A. Williams,

Rev	Date	Description	SET	NO.	DATE	DESCRIPTION
1	12/2/2021	ADR REVISION #2				

THESE DRAWINGS WERE PREPARED FOR THE BELLEVUE HOMEWOOD SUITES PROJECT IN BELLEVUE, WA © JOHNSON BRAUND, INC. THEY ARE NOT INTENDED FOR USE ON ANY OTHER PROJECT.





Rev.	Date	Description
1	10/20/20	ADR SET
2	3/4/2021	ADR RESUBMITTAL #1
3	6/25/2021	ADR RESUBMITTAL #2
4	9/15/2021	ADR RESUBMITTAL #3
5	11/01/2021	ADR RESUBMITTAL #4